

## INSIDE



### Farewell to the Tons

**HMS SHERATON** leaves Rosyth for the last time — and Navy News pays tribute in its centre pages to a class that's bowing out after 40 years' service.



### Black sea mission

A HUG from WEM Chris Jeffers capped this Russian tot's day when sailors from HMS Avenger visited a children's home in Novorossisk to deliver toys and baby food. — See Page 19.

## ACTIVE OFF HAITI

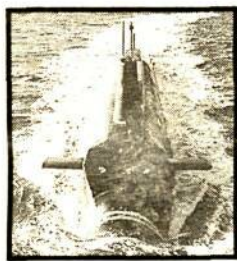
WEST Indies guardship HMS Active joined a United Nations blockade off Haiti last month.

The Type 21 frigate — one of six that have just been sold to Pakistan (see page 31) was helping US, Canadian and French warships enforce

a petrol and arms embargo.

The move is designed to force the Haitian army commander Lieut.-Gen. Raoul Cedras to stick to an accord he signed to allow exiled President Jean-Bertrand Aristide to return to office on October 30.

# TRIDENT GOES IT ALONE



TRIDENT submarines are to take over the United Kingdom's sub-strategic nuclear capability from the RAF, it was announced last month.

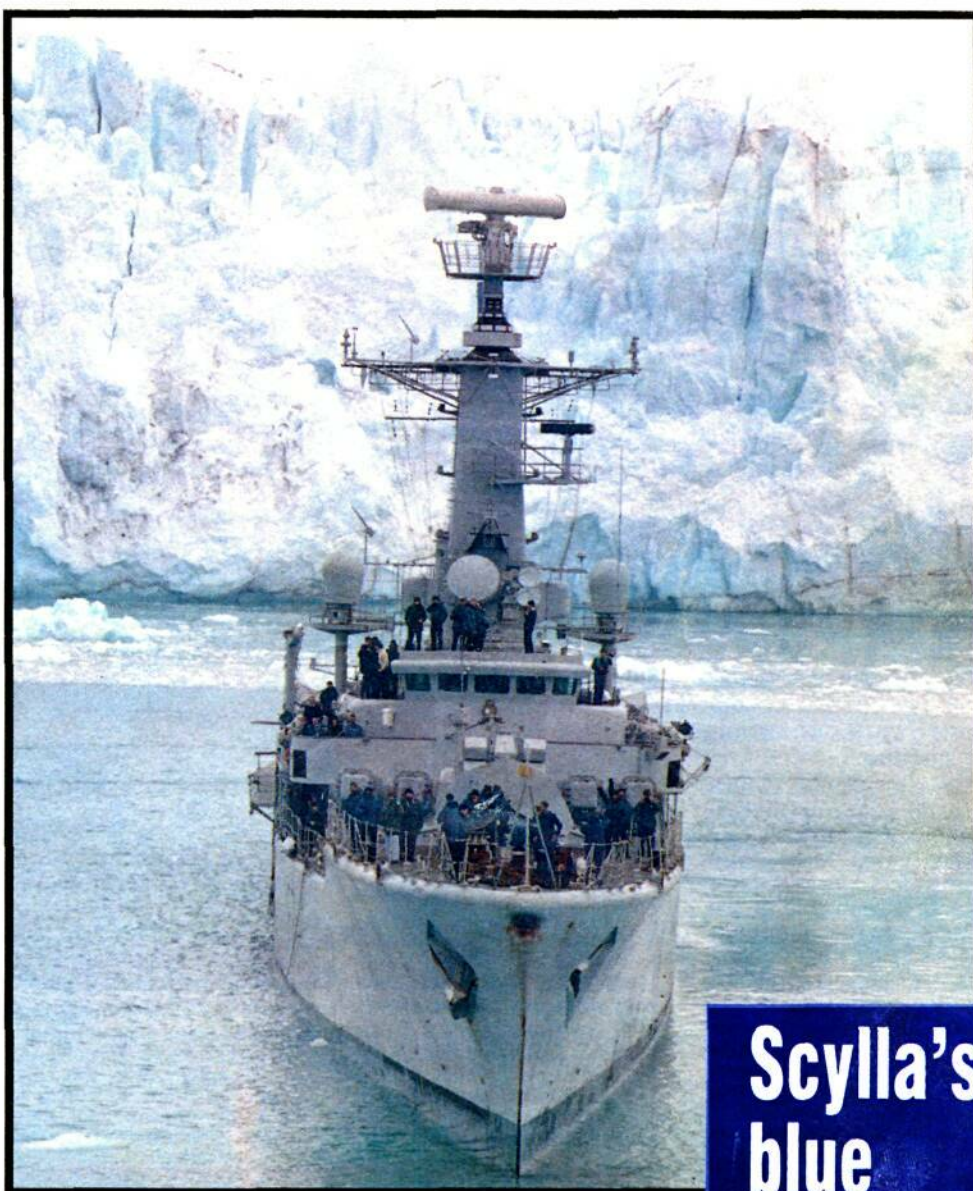
Defence Secretary Malcolm Rifkind told the House of Commons that changed security circumstances meant there was no longer a sufficiently high priority to justify the procurement of a new tactical air-to-surface missile (TASM) as earlier envisaged to replace the WE177 free-fall bomb currently carried by RAF Tornados.

"Instead, we will plan, after WE177 eventually leaves service in the long term, on exploiting the flexibility and capability of the Trident system to provide the vehicle for the delivery of our sub-strategic deterrent.

"The Trident system is undetectable, reliable and accurate in its delivery and can carry our sub-strategic as well as strategic capacity at little additional cost.

"A sub-strategic capability remains necessary, because a potential adversary might gamble, under certain circumstances, on our reluctance to launch an all-out strategic nuclear strike in response to his aggression.

"It is vital, therefore, that we



## Scylla's blue horizon

THE BLUE coldness of South Georgia has been experienced twice this year by HMS Scylla, pictured against the impressive Nordenskjold Glacier at the end of Cumberland East Bay.

On both occasions the Leander-class frigate brought support and supplies to members of the Royal Regiment of Wales currently forming the island garrison.

In August the ship marked her 25th birthday — a celebration tinged with sadness as it was her last anniversary. She is due to decommission 11 days after returning to Portsmouth on December 3.

Scylla handed over her Falklands duties to HMS Arrow on July 4 and embarked on a series of visits to Chile, Ecuador, the Virgin Islands and the Azores on her way home via the Panama Canal.

possess the ability to undertake more limited nuclear action, to be able to deliver an unequivocal message to an aggressor that he must cease his aggression and withdraw or face the risk of even greater damage.

"A sub-strategic capability forms an essential link between conventional and strategic forces, as part of our clear demonstration that aggression of any kind is not a rational option."

In an interview with Navy News in September First Sea Lord Admiral Sir Benjamin Bathurst confirmed that the UK might be in the market for

some form of stand-off missile, following the graphic demonstration of the capabilities of the Tomahawk missile in the Gulf War.

It was likewise "not a terribly expensive business" to convert a nuclear-powered Fleet submarine to carry cruise missiles that could be discharged through the torpedo tubes.

● HMS Vanguard, the first of the RN's Trident missile submarines, has now been accepted into service. The second, HMS Victorious, was rolled out at Barrow-in-Furness on September 29 — see back page.

## UK TITLE FOR MARINES PIN-UP

ROYAL Marines pin-up Amanda Johnson has won The Sun's Miss United Kingdom title.

Amanda (19) from Nottingham found 13 was lucky for her when she drew the number from among 20 others. The 5ft 10in model will now go on to represent Britain in the Miss World finals in South Africa.

Amanda was chosen as Miss Globe and Laurel earlier this year and is the first to win the UK title during her reign with the Corps.

Just before the UK finals, Amanda took part in a 12,000-ft tandem sky-dive with the RM Free Fall Team at Dunkeswell. Capt Mike Wills, her tandem partner, gave her 30 minutes' training before she leapt out.



Picture: PO(PHOT) Paul Cowpe



## Gallipoli mine surprise

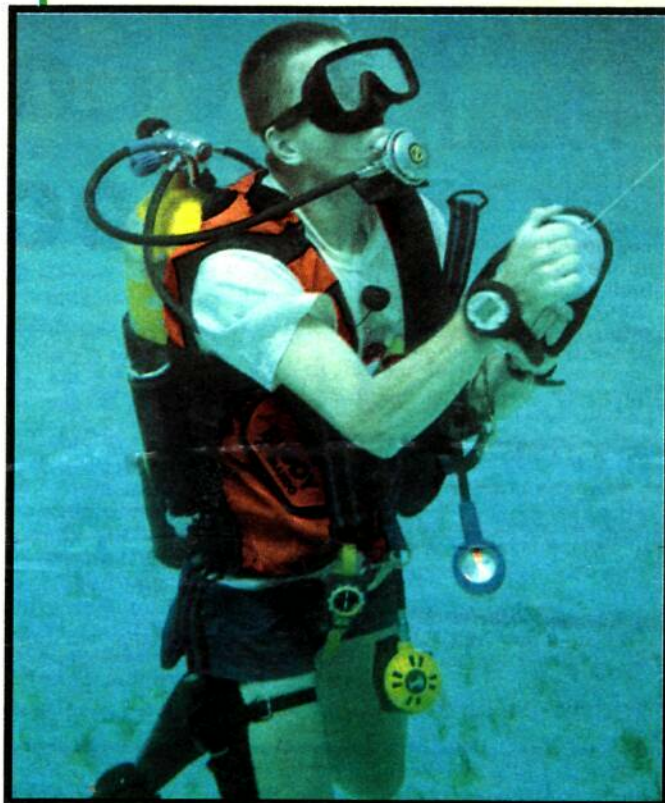
NAVAL divers on a multi-national exercise found more than they bargained for — among the practice mines sown for Exercise Damsel Fair 93 lurked a real live British contact mine.

The live mine was a potent reminder of the disastrous Allied campaign on the Gallipoli peninsula in 1915. It was successfully countermined by Turkish divers.

Taking part in the exercise were personnel of the Portsmouth-based Fleet Diving Unit Two, as well as US and Royal Australian Navy divers. Of the five US practice mines sown, four were located by FDU2. The unit was also tasked with surface problems including mine beaching and exploitation and clearance of a booby-trapped arms cache.

Earlier FDU2 had participated in Exercise Solid Stance off the West Coast of Scotland.

# TIRELESS SEA QUEST



THE DIVING adventure of a lifetime is how submarine commanding officer Cdr. Bob Mansergh describes a Royal Navy diving expedition to one of the biggest coral reefs in the world.

Cdr. Mansergh of HMS Tireless led the 15-strong expedition as it explored the underwater wonders of Half Moon Caye, an almost uninhabited coral island 60 miles south-east of Belize City and at the foot of the Lighthouse Reef.

The team spent more than 200 hours underwater during the three-week expedition entitled Coral Quest 93. It formed part of a programme of resource and initiative training for students from RN Engineering College Manadon, as well as providing an intensive training opportunity for sports divers from Tireless and MOD London.

Equipment and rations were transferred to the reef by Belize Garrison's landing



craft, while Sgt Martin Marle from RAF Kinloss provided supervision and training for the first wave of eight divers.

Many impressive dive sites were identified — including the famous Blue Hole where all suitably qualified team members made their deepest dive to 42 metres.

ABOVE: Rare sight of a Hawksbill Turtle. Their numbers have been reduced as their shells are sought for jewellery making.

LEFT: Sub-Lieut. Gareth Ferguson reels in a surface marker buoy in waters where visibility was regularly more than 20 metres.

## New Anglo-French co-operation plan in Adriatic

# Invincible shares her task

HMS INVINCIBLE and the French aircraft carrier Clemenceau are co-operating more closely in the Adriatic under an arrangement termed "shared carrier tasking."

The arrangement, which came about after discussions between British and French naval task group commanders, provides for either the Invincible or the Clemenceau to commit aircraft for Deny Flight operations over former Yugoslavia.

While one of the carriers continues to enforce the no-fly zone and provides support for UN troops ashore, the other will be free to exercise elsewhere in the Mediterranean but if necessary will return at short notice.

Shared tasking will allow the carriers to continue the essential process of maintaining their military capability when off-station from Adriatic duties.

Commander-in-Chief Fleet, Admiral Sir Hugo White, discussed the arrangements for

closer Anglo-French naval co-operation in Adriatic operations when he met French Admiral Witrand on board the Invincible.

During his visit to the Royal Navy Task Group, Admiral White also spent time on board RFAs Fort Grange and Olwen, HMS Boxer and the most recent addition to the group, HMS London.

Earlier Invincible was visited by the Deputy Chief of the Defence Staff (Commitments), Vice Admiral the Hon. Nicholas Hill-Norton, who also called



on 845 Naval Air Squadron at Split and Army posts in Bosnia.

Yet another VIP to pay a call on the carrier was the commander of Nato air forces in the Mediterranean, Maj. Gen. Ashy USAF, under whose con-

trol Invincible's Sea Harriers operate while flying missions over Bosnia. He was accompanied by Vice-Admiral Sir David Dobson, Chief of Staff to the Nato naval commander in the Mediterranean.

HMS Invincible peels away from the French carrier Clemenceau in the Adriatic following discussions on a new arrangement for Anglo-French co-operation in the Adriatic.

Picture: PO(PHOT) Joe Mercer

## Malaysia wedding bells for Cornwall

ROMANCE in Malaysia awaited three members of the ship's company of HMS Cornwall when the Type 22 frigate called at Penang.

Families and friends flew out during the Cornwall's R&R stand-off from Gulf patrol — three of them to marry POMEA Steve Jones, POAFA Ian Adams and Naafi manager David Jenkins.

During her two-week stay Cornwall received almost 2,000 visitors and hosted a party for handicapped children. Penang's warm welcome included a flight-deck and jetty concert by musicians and dancers from the city's Culture Centre, and a traditional lion dance by members of the Chinese community.

While alongside the ship underwent a self maintenance period before her long trip back to Devonport. She is due to arrive on November 19 following her five-month deployment. See also Page 29.

## Naval start for Poppy Appeal

BRITAIN'S most colourful businessman, Sir John Harvey-Jones, was this month joining the First Sea Lord, Admiral Sir Benjamin Bathurst, in launching the Royal British Legion Poppy Appeal.

Sir John, a former submarine commanding officer who served in the Second World War, was helping to give the appeal a rousing start at the national launch at Admiralty Arch on November 3.

In another ceremony on October 22, the RBL's new £4.6 million training college was topped out by the Lord Lieutenant of Wiltshire, Field Marshal Sir Roland Gibbs.

The project, planned as the Legion's major contribution to resettlement training of Service leavers and their families, is being helped by a European Community grant of nearly £1.4 million.

When operating the college will offer job training to National Vocational Qualification standard for up to 1,400 students a year.

## Comms School opens

OFFICIAL opening of new facilities for the Royal Navy's Communications School has been performed by Commander-in-Chief Naval Home Command, Admiral Sir John Kerr.

He unveiled a plaque at the School's new home at HMS Collingwood and then toured the training areas to meet officers and ratings who had moved out when HMS Mercury closed before summer leave.

A rededication service was conducted by the Ven. Michael Bucks, Director General Naval Chaplaincy Services.



## Stirring Stance

THE STEADY hand of Flag Officer Surface Flotilla, Rear-Admiral Mike Boyce, was needed for the stirring of the Christmas pudding in HMS Chatham, especially as the ceremony took place in a fierce storm.

Admiral Boyce was flying his flag in Chatham during Exercise Solid Stance — one of the biggest Nato exercises in recent years. The bumper pudding, containing two bottles of Pusser's Rum, will cheer the ship's company during their over-Christmas deployment.

Helping to stir things up are the Chatham's commanding officer, Capt. Fabian Hiscock; the supply officer, Lieut.-Cdr. Colin Bostock; POCKs Ian Burchfield and Knocker White; and the youngest cook on board, Peter Higgins.



# Gallantry regardless of rank

All operational gallantry awards will be 'rank-less' from now on — and only the VC will come with a cash bonus.

Details of the changes announced by the Prime Minister in March have now been released, are effective at once and are not retrospective. Awards currently in payment or owed with future pensions will not be affected.

Whether the relationship of certain awards to rank was still justified was much discussed after the Gulf War and prompted a joint service review of all honours and awards.

Under the new system the old four levels of award are retained, with the highest, the Victoria Cross, which has been available to all ranks since its inception in 1856, completely unchanged.

At the second level a new cross — as yet untitled — will embrace the Distinguished Service Order, Conspicuous Gallantry Medal, Distinguished Conduct Medal and Conspicuous Gallantry Medal (Flying).

The DSO itself will be retained, however — relieved of the requirement to recognise acts of gallantry, it will in future be used only as an award for highly successful command and leadership during active operations.

It will be open to all ranks of all three services — but the First Sea Lord has pointed out that the circumstances of award would make recommendations on behalf of junior officers and non commissioned ranks "very unusual".

At the third level, the separate awards of the three 'combat environments', recognising gallantry and bravery at sea, on land and in the air, will be retained and the existing Distinguished Service Cross, Military Cross and Distinguished Flying Cross will be open to award to all ranks.

Finally, Mention-in-Despatches will be reserved as an expression of commendation for gallant conduct on active operations while a new award to be called 'Queen's Commendation for Valuable Services' will cover the large number of cases where MID has hitherto been awarded for reasons other than gallantry in the field — such as service in technical and administrative posts within an operational theatre.

## Slippy Nelson touch

NELSON'S Column is to be protected from pigeon droppings — by being coated with a slippy gel so the birds will lose their footing.

Pestago, a non-toxic, odourless substance based on vegetable oil — which is endorsed by the RSPB — stays viscous, unlike the gel applied to the hero of Trafalgar in a previous experiment.

## Three stay cool for Igloo SAR

Three members of 772 Sqn at Portland, Dorset, have received bravery awards for rescuing ten sailors from a stricken ship during a storm.

Lieut. Michael Langley, POA Adrian Rogers and LA Brian Buggins attended the search and rescue operation for the merchant vessel, Igloo Lion, on

25 October 1992.

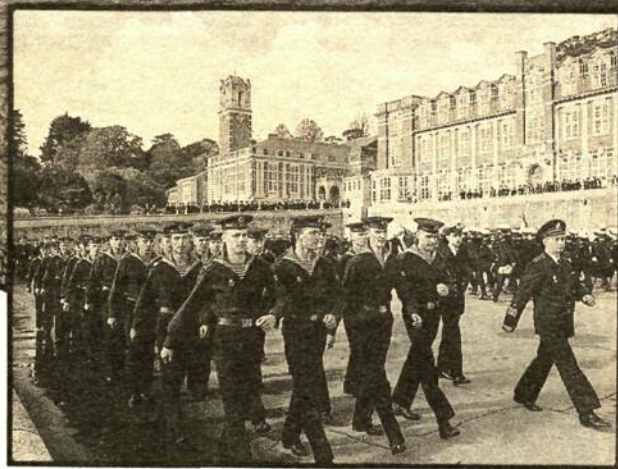
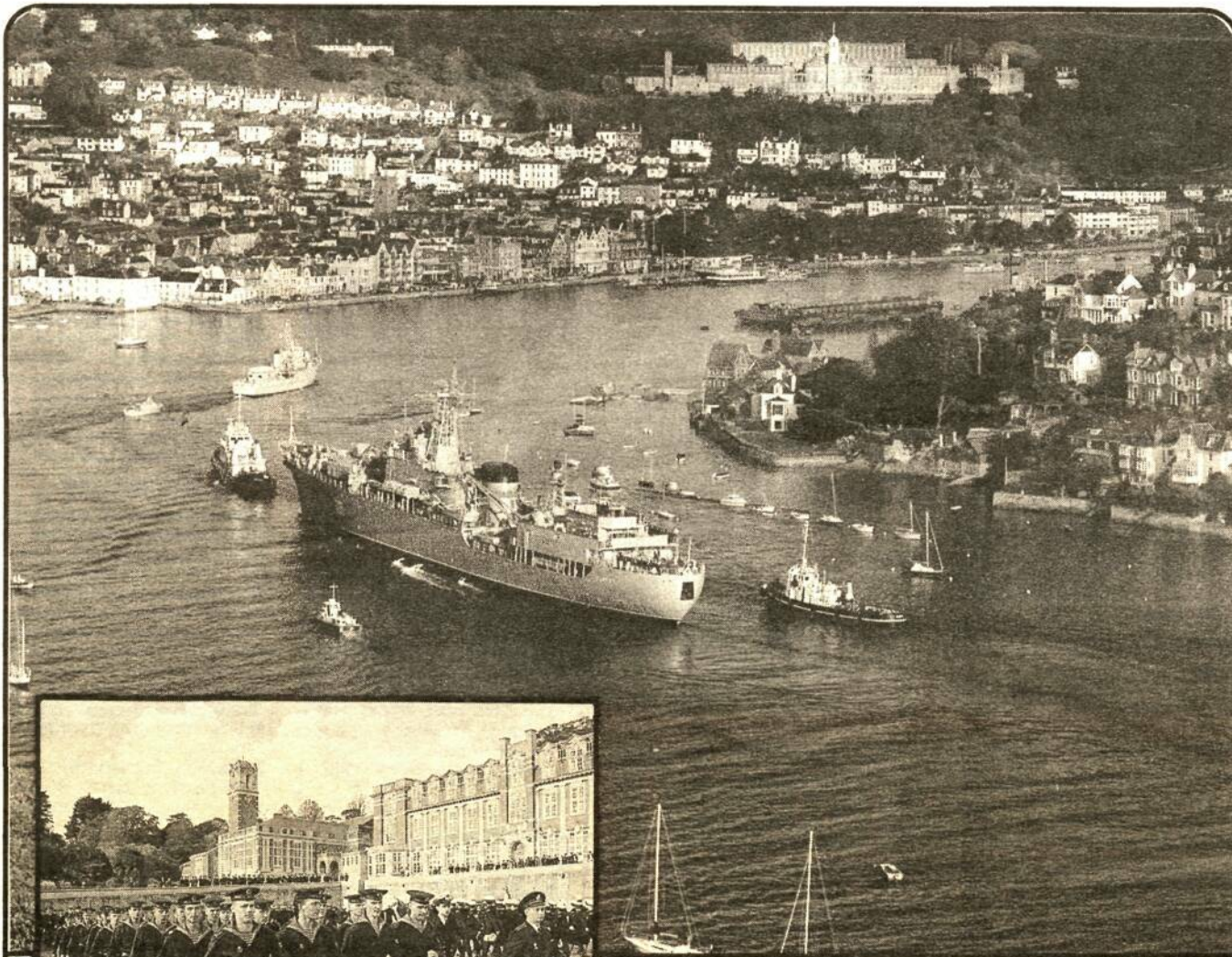
Floundering helplessly in the dark, the vessel was in imminent danger of running aground.

Awarded the Air Force Cross as captain of the aircraft, Lieut. Langley displayed sound judgement and professionalism under especially trying conditions.

The aircraft was in constant danger of being struck by wildly swinging masts and rigging — and in spite of a contact between the main rotor blades and a radio aerial, Lieutenant Langley elected to continue the sortie in which all ten crew members from the vessel were saved.

POA Adrian Rogers was lowered onto the vessel in poor light and mountainous breaking seas, in order to supervise the operation. He exhibited tremendous personal courage and dedication to his duty to save others and has been awarded the Air Force Medal.

LA Buggins took charge of the winch evacuation in appalling conditions, with little regard for his personal safety. He has been awarded the Queen's Commendation for Valuable Service in the Air. Earlier this year he was also awarded the Queen's Gallantry Medal for his key role in steering the stricken yacht Sandpiper away from the rocks off the coast of Dorset in 1992.



FOR the first time since the 1917 Revolution, a Russian warship enters the Dart.

The training ship Gangut brought 300 cadets and 250 crew to meet their counterparts in Britannia Royal Naval College — who entertained them to a packed programme of sporting events, a riotous It's a Knockout competition and visits to ships at Devonport and the Royal Naval Engineering College,

## GANGUT REACTION

Manadon.

RFS Gangut enjoyed a friendly reception from the local population and responded by opening to the public during an afternoon of her four-day visit.

● The Russians step out in their own distinctive style at Ceremonial Divisions.

## IN BRIEF

On the 50th anniversary of the Salerno landings the LST and Landing Craft Association held a parade from the D-Day Museum, Southsea, to the Royal Navy War Memorial where a wreath was laid by Flag Officer Portsmouth Rear-Admiral David Bawtree.

□ □ □

Budding musicians are invited to join HMS Nelson's Volunteer Band. Details are available from Band Colour Sgt. Ian Quirke on ext. 24187.

□ □ □

On her return from deployment in the Adriatic HMS Birmingham was presented with the Beresford Cup for Surface Gunnery.

□ □ □

HMS Vindictive's grappling iron plaque, commemorating the raid on Zeebrugge in 1918 has been restored by Dover Royal Naval and Royal Marines Club and presented to Dover Museum.

□ □ □

"Carrier" a new exhibition which brings to life the sights, sounds and smells of the flight deck of an aircraft carrier, will open at the Fleet Air Arm Museum, Yeovilton in Spring next year.

□ □ □

The Admiralty Maritime Collection calendar for 1994 is now available, price £6.95 from the Sales Section (P), The Hydrographic Office, Taunton, Somerset TA1 2DN (cheques should be made payable to The Cashier, Hydrographic Office).

□ □ □

The 10th annual international conference of the Royal Institute of Navigation, held in London this month, will be opened by Robin Knox-Johnston.

## Triple Gloucester



During the Gulf War HMS Gloucester became the first British warship to take out an enemy missile with her own missile system. Now she has won the British Aerospace Shield — the so-called 'Sea Dart Trophy' — for operational efficiency for the third year running. Three commanding officers who share the honour are (left to right) Cdrs Duncan Ferguson, Philip Wilcocks and Andrew Forsyth.

## Solid stance stood up well

"The team worked together flawlessly. It was a great effort — each country was represented well."

This from Vice Admiral William J. Flanagan Jnr, USN, Commander Striking Force Atlantic of the NATO Exercise Solid Stance 93.

Bringing together over 100 ships and 300 aircraft in waters around the UK and North-East Atlantic to practise for the kind of regional war NATO may expect to encounter in the new

world order, Solid Stance combined the assets of nine countries in a Single Naval Force.

## Dreadnought discovery

Portsmouth Dockyard's proudest achievement, building the battleship HMS Dreadnought in a year and a day, has been found preserved in a unique album of photographs.

The 54 pictures, recording every stage of the ship's construction in 1905-06, have now been cleaned and copied so they can go on display in the Historic Dockyard next year.

## 3 + 10 = 1

The Third and Tenth Submarine Squadrons at Faslane were combined last month to become the new First Submarine Squadron, formerly based at HMS Dolphin, Gosport.




**Drafty**

# Promotions and advancement



# Survival in the battle of selection

SUMMER last year was wet, cloudy and miserable — perhaps an appropriate starting point of a particularly unusual 12 months in the life of the promotions and advancement offices.

The mood matched the weather in many ways as we, the staff of those offices, felt apprehension about the autumn and year to come.

What with redundancy and the prospect of tiny numbers to emerge from the various promotion boards and advancement rosters we agreed that one of the most important things to do was to visit Slops and get issued with battle bowlers to defend ourselves from the expected customer complaints.

Meanwhile we continued to return about one in 12 of the

C2641 reports sent in: lack of signatures, thin text and incorrect staff work all needed changes or improvements to ensure equal chances for those competing for what promotion slots did exist.

An avalanche of over 7,000 reports hit the promotions office. But, we wondered as numbers were being calculated, if any numbers would be selected at all.

## Disappointment

Leave came and went, including a spell at Navy Days for some of the staff, and the final preparation cycle for the CPO Selection Boards got into full swing.

The Boards sat in September and October and the resulting weekly signals confirmed some of our earlier trepidation. Although 77 selections were announced some categories had no promotions at all and there



'... and the police would like their riot gear back!'

was a great air of disappointment throughout the Fleet.

On completion of the CPO Boards we transferred our battle bowlers to the redundancy office staff around the corner, but snatched them back for the CCWEA Qualifying Course Selection Board. However, Christmas was within sight and we were delighted when it became possible to issue some seasonal cheer in the shape of an early CPO reserve selection signal. Fifty-one petty officers had the good news before Christmas leave started.

After Christmas, preparations for the Warrant Officer Selection Boards were in full swing but what a pity that so many good quality chiefs were not in the running simply because they lacked the educa-

tional qualifications. The Boards were over by the end of March and 66 names were announced. This was an increase of 27 per cent on the previous year and since then we have signalled five additional selections.

The cancellation of this year's Second Open Engagement Boards came as good news for those who perceived this system as one that slowed or blocked their promotion chances. To others hoping for the 20E it was an unpalatable blow and those battle bowlers, put away temporarily, were brought out and dusted off a little.

So we were relieved when there was another piece of good news for some — another CPO reserve selection signal was promulgated in March with a further 129 names selected at the CPO Boards the previous autumn.

As this summer ticked by

and the early preparations began again for CPO Selection Boards, the advancement office continued its monthly issue of B13s and its preparations for the amalgamation of the RN and female sea-goers rosters. This event took place at the end of August with the B13s issued in September being the first under the new system.

## Vacancies

Female sea-goers joined the male roster in basic date or merit point order, bringing not only themselves but some of the vacancies that previously had been exclusive to women.

An appropriate, authorised number of slots remained for those women who joined before September 1990 and had not volunteered for sea so that advancement chances for non sea-goers remained fair.

Although that wet summer of '92 loomed over our expectations of gloom for promotion

## WHO'S WHO

**Promotions/Advancement/20E/Redundancy Officer:** Lt.-Cdr. Charlotte Manley, ext. 2181

**Promotions/20E Office:** Warrant Officer John Parsons, 2383.

**Centre Desk:** POWTR Al Green, 2458/2382.

**WE/FAA:** LWTR Nikki Buckley, 2458/2382.

**ME:** LWTR Nick Deakin, 2458/2382.

**Ops:** LWTR Ruth Stanley, 2458/2382.

**S&S/Med:** LWTR Kate Lawrence, 2458/2382.

**Advancement Office:** CPOWTR Terry Ashdown, 2498; LWTR David Lee, 2498; LWTR Lesley Little, 2498.

numbers, the annual cycle finally ended with an increase in WO and CPO promotions over the previous year. The eventual total for CPOs was 257.

As we write the avalanche of 7,000 C2641 reports has descended again and once more we have returned a great number with queries that range from the mundane to the potentially unfair, inviting rewrite or amendment.

As you read this the CPO Boards (the first to combine male and female sea-goers) will have sat and the signals released. The numbers are well up on last year's initial signals, so don't expect a significant reserves promotion signal later on.

So that was the year that was. Not a happy one by any means but not as bad as many had feared. We hope that 1994 will allow a return to a more stable and regular flow of promotions, advancements and 20E.



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## Freedom for the masses

NAVY personnel from HMS Osprey join in the first combined parade through Weymouth of military units which hold the Freedom of the Borough.

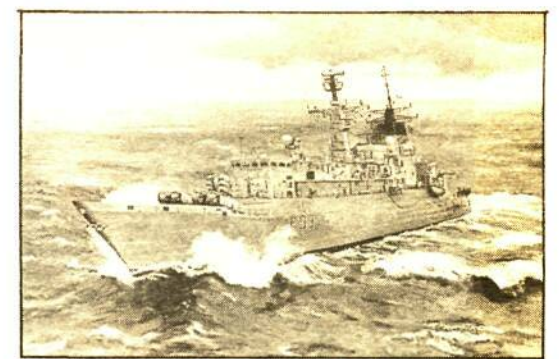
They were among a total of 450 military personnel who marched past the saluting dias erected on Weymouth's seafront. Exercising their right with Osprey were 22 Engineer Regiment Royal Engineers and the 1st and 4th Battalions the Devonshire and Dorset Regiment.

The parade was preceded by the Royal Marines Band of Commander-in-Chief Naval Home Command, the Royal Engineers Band, and the Devonshire and Dorset Regimental Band.

Flag Officer Sea Training, Rear Admiral John Tolhurst, took the salute for the Royal Navy.



## HMS BEAVER



For many, there can be no more stirring sight than a Royal Navy warship at sea, ready for action. Sleek and deadly, the Type 22 Frigate is the epitome of the modern, 'high-tech' warship, combat-proven in the Falklands. In this stunning colour print, feel the energy of HMS Beaver as she forges ahead in the gathering storm.

Maritime artist Trevor A Tremethick will sign and number each print, and there will only be 850 of them in this Limited Edition. Print size overall is 20in x 15in., with an image size of approximately 18in x 12in. Just £19.95 (£21.95 abroad) including post & packing. Please make cheques/POs payable to Nevada Fine Arts.

Available in time to make a superb Christmas present (but don't delay!) for anyone associated with the ship, or for the warship enthusiast. Your money refunded if you are not delighted, providing the print is returned undamaged within 21 days. Please allow 28 days for delivery.

Nevada Fine Arts (Dept NN) 50 Ladds Way Swanley  
Kent BR8 8HW (Tel: 0322 613613)





# HIVE OF ACTIVITY FOR HMS MANCHESTER

THE religious and military ceremony of rededication marked the return of Type 42 destroyer HMS Manchester to the Fleet at the end of a lengthy refit and the commencement of a series of trials.

During the refit, which was carried out by Devonport Management Ltd and was one of the most ambitious and complex yet undertaken by the Royal Navy, the Manchester became the first ship to be provided with the ADAWS (Action Data and Automated Weapons System) Improvements package — or ADIMPS.



In all, over 70% of her sensors and weapon systems were replaced by new and improved equipments, to enable the Type 42 to meet the projected threat well into the 21st century.

The Captain and ship's company of HMS Manchester were delighted that so many families and guests were able to witness the rededication. A particular welcome awaited the ship's sponsor, Lady Catherine Cornford, wife of Sir Clifford Cornford, former Chief of Defence Procurement, as well as Flag Officer Surface Flotilla and Flag Officer Portsmouth.

Representatives of the ship's many affiliations were also able to attend.

The Royal Navy's Type 42 destroyers form the backbone of the Fleet's anti air warfare forces with their medium range Sea Dart missile systems. They are also well equipped to deal with surface and sub-surface threats, and have a comprehensive radar and communications fit.

HMS Manchester was the first of four "stretched" Type 42s, whose lengthened hull design gives them better seakeeping qualities and greater endurance.

In its prime role, the Sea Dart is designed to provide area air defence to a group of ships at sea and also has a good capability against surface targets. The system comprises a twin-barrelled missile launcher and two type 909 fire control radars which guide the missile to its target with the help of the ship's main computer installation.

The ship's company, including a number of WRNS, was fully involved in testing and accepting the refit work which was carried out, and following Preliminary Safety Training at Portland, the ship was declared safe to continue with her 18 month trials programme.

A Vickers single-barrelled automatic 4.5 inch Mark 8 gun is fitted and its high rate of fire is also controlled by the Type 909s. Capable of engaging air and surface targets, it performs well, too, against shore targets in the bombardment role.

Anti-missile defence is provided by the Phalanx close-in weapon system which has a proven capability against sea-skimming missiles. Close range self defence is provided by a number of 20mm and smaller guns.

The Manchester's search and target indication radars as well

as various electronic warning devices feed the centralised computer system with information, enabling the air defence weapons to engage their targets.

Her active sonar set detects submarine targets and also feeds information to the computer, which in turn provides aiming data for the two on board triple-barrelled torpedo tubes and assists the controller to position the Lynx helicopter to attack with its own air-launched homing torpedo.

The ship's Lynx is also capable of carrying the Sea Skua air-to-surface guided missile. With its powerful radar, the Lynx extends the ship's detection range against enemy surface forces. The aircraft also has a valuable search and rescue role.

A full internal and external communications and navigation fit, including satellite link, fulfils the need for accurate and rapid action information. In action the ship is fought from the Operations Room where full use is made of the main computer to handle the large volume of data available.

Here the Captain, supported by his command team, orders the tactical manoeuvring of the ship and assures that the most effective use is made of all weapons to engage the enemy at long range and protect high value units in a group of ships at sea.

HMS Manchester is propelled by two Rolls-Royce Olympus TM3B marine gas turbines developing 25,000shp each and two Rolls-Royce Tyne RM1C marine gas turbines developing 5,300shp each, arranged in a COGOG configuration to drive two controllable-pitch propellers through reduction gearboxes. Electrical power is supplied by four one-megawatt diesel generators.



POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

## Facts and figures

**Launched: November 24 1980. Commissioned: December 16 1982. Displacement: 3,880 tonnes. Length: 141 metres. Beam: 15m. Ship's company: 26 officers, 69 senior rates; 178 junior rates. Motto: Sapere aude "Dare to be wise." The ship's funnel badge depicts a bee, signifying industry and endeavour, which is taken from the coat of arms of the City of Manchester.**

## CRUISER LOST IN AMBUSH

TODAY'S HMS Manchester is the third ship of the Royal Navy to bear the name. The first was a hired vessel used as a stores ship in 1814 and 1815.

A 9,400 ton Southampton class cruiser, the second HMS Manchester was built by Hawthorn Leslie and Co. on the Tyne and launched in 1937. Armed with four triple-turret, six-inch Mk 23 guns, she could steam at 32 knots. She was one of the first RN ships to be fitted with RDF, the forerunner of radar.

Her other armament included single-barrel Bofors guns, 4-barrel Vickers-built pom-poms and six 18-inch torpedo tubes. The Manchester was also able to carry three Walrus aircraft, but only carried one.

During the Second World War HMS Manchester saw service in the Norwegian

Campaign, at the Battle of Spartivento against an Italian cruiser squadron, and in the Arctic and Malta convoys of 1941 and 1942.

Escorting a convoy to Malta in August 1942, the Manchester was hit by torpedoes from a German E-boat which had been lying in wait in French waters. She destroyed this boat and one other before foundering and sinking, four miles off Kelibia, Tunisia.

Of her ship's company, 403 were interned in France, 145 were rescued by British ships and 152 were lost.

● Battle honours: Norway 1940, Spartivento 1940, Arctic 1942, Malta Convoys 1941/42 and Persian Gulf 1991.

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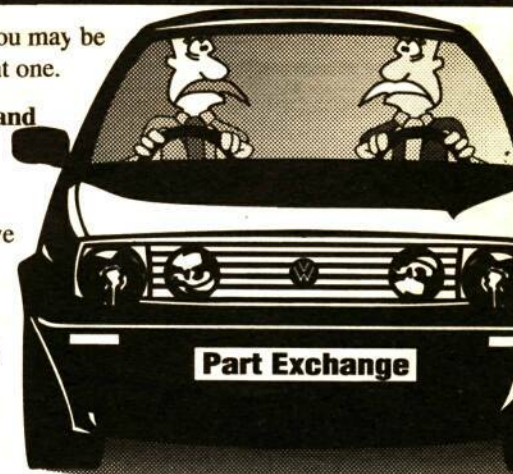
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## TALL ORDERS FOR CADETS

HE may be small but he's perfectly formed ... and perfectly turned out for the annual inspection of HMS Collingwood's Volunteer Cadet Corps!

Arron Woodhouse, pictured with Dad CPO Trevor Woodhouse and the captain of HMS Collingwood, Capt. Victor Lucas, was one of 75 cadets aged between nine and 16 who took part in the parade. Capt. Lucas went on to present awards and good conduct medals.

# NATO HQ in top gear

COMMODORE Mike Bracelin, the senior British officer at NATO HQ, CINCIBERLANT, Lisbon, Portugal, is pictured receiving the keys of a new 13-seater minibus from CPOWTR Jim Fraser on behalf of the Welfare Fund of the UK support unit.

The minibus, funded by a grant from the Nuffield Trust, was collected from Leyland DAF at Cowley, Oxford by CPO Fraser and will be a great asset, boosting recreational activities for Servicemen and their families in the HQ, as well as providing much-needed income to the Welfare Fund.

First to take advantage of the new set of wheels was RS John Sheppard who "herded" his family on board for a tour of the Algarve.



## Hospital unit to open in Plymouth

THE Royal Naval Hospital Plymouth, which first opened its doors to the sick and injured in 1760, is set to close in March 1995 but the long naval medical tradition in Plymouth will continue when it will be replaced by a RN District Hospital Unit (RNDHU) at Derriford Hospital.

Representatives from

MDG(N)'s department have been negotiating with Derriford Hospital and with the Plymouth Health Authority to set up the RN unit in the civilian hospital as part of an overall strategy by the Surgeon General to rationalise the provision of hospital care to Servicemen and women and their dependants across all three Services.

The unit in Plymouth is acting as the pilot project for the Army and RAF who, in due course, will open similar units in the Wessex Region and in East Anglia.

The intention is that the level of service presently provided at RNH Plymouth will be transferred to Derriford on April 1, 1995. The RN Medical and Nursing staff will also transfer and work alongside their civilian colleagues in the civilian hospital.

This will enable MDG(N) to maintain, together with the staff at RNH Haslar at Gos-

port, a pool of trained medical manpower ready to deploy at a moment's notice in support of the Fleet and the Royal Marines.

At the same time he will be in a position to offer the Servicemen and women in the West Country some of the most up-to-date and sophisticated hos-

pital care available.

The negotiations are well-advanced and it is anticipated that the contract between Derriford Hospital and the MOD will be in place by about August 1994, to allow the closure to proceed on time in early 1995.

In the meantime and in anticipation of the final move, the Accident and Emergency Department at RNH Plymouth closed in September and staff will continue looking after casualties at Derriford.



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## PO pushes the boat out

GETTING ready to show wife Denise and youngsters Sophie (six) and Melissa (three) how it's done is POWTR Dave Heath who took the helm of the new 14t. Askaladdan day boat used by Service personnel and their families at HQ AFNORTH to motor around the Oslo fjord in Norway.

The boat, nicknamed "Snekke" and bought with a grant from the Nuffield Trust, is moored only 20 minutes from the NATO HQ and is available to all those who have taken a short-boat handling course. Providing they pass, even the RAF and Army personnel are allowed out on the fjords!



## FRENCH LEAVE

THE Sailors Fund have once again subsidised the hire of a French gite (cost £175 per week) from March 25 - Sept. 23, 1994.

The holiday period runs from Friday to Friday with the exception of the week May 6-13 for which period no booking can be accepted.

Further details about the holiday are available from Mr McGeorge, Central Fund Treasurer, HMS Raleigh, Torpoint, Cornwall PL11 2PD until Dec. 31.

## HOME FROM HOME

ONE of the facilities operated by the Portsmouth naval community organisation is the Short Term Family Accommodation Centre (STFAC).

STFAC is based on the married quarters estate at Rowner, Gosport and consists of two bedrooomed flats (which sleep four) and three bedrooomed houses which sleep five.

These can be used for a minimum of three days to a maximum of three months by both officers and ratings and their families. Subject to the needs of serving personnel being met, the units are also available for

use by ex-service personnel and MOD civilians.

Situated near local shops and on bus routes for Gosport and Fareham, STFAC has, over the years, become a very popular and well-used facility.

The main aim of the centre is to alleviate separation between the Serviceman/woman and his/her family so enabling families to visit a service person

based in the area and attend such functions as Passing Out parades, Families' Days, weddings and other social occasions without putting too much strain on the family budget.

For further information and current charges contact the manager, Mrs Gill Loughrey on 0705 528235 or write to her at the STFAC Office, 68 North Path, Rowner, Gosport PO13 8DP.

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## Letters

NN

# Why let go that charming arm?

AS a 72-year-old ex-PO Tel. I wish to register the strongest possible protest at the Admiralty's decision to dispense with the WRNS as a separate branch of the Service.

## Advice on call

WE have been manufacturing and supplying Bosun's Calls for 20 years for the world's navies and trainees. We are proud to have revived interest in this traditional nautical instrument by also making it available in a presentation form with simple instructions to the general public who are interested in maritime heritage.

However, there are now fewer people who know how to pipe the call and, more particularly, how to tune it. We used to be able to rely on our customers and Sea Cadets knowing an old sea dog who could show them the intricacies, but this is no longer practical.

One customer recently wrote asking us which was the "wind edge" of the hole in the buoy and whether the edge should be flat or wedge shaped and whether the opening of the gun should be flattened.

We, and many users, would be very interested to hear from any of your readers who would like to give some illustrated guidance through your columns or direct to us. — L. Lewis, 'Nauticalia', Ferry Lane, Shepperton-on-Thames.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**

To me, and thousands of others, the WRNS epitomised all that was both enchanting and superior.

Almost all of the rather brief periods that I spent in the U.K. during the war were spent in chasing, courting and getting engaged to WRNS. To tell my mother that I was engaged to a member of the WRNS was a matter of pride and satisfaction to all concerned.

No sir, to one who saw the first WRNS of the Second World War arrive at Pompey barracks they will always be the very efficient but gentle, charming arm of the R.N. that, after a rough old time in the Med, when I lost two ships and caught typhoid fever, reminded me on my return of what it was that we were fighting for.

First the abolition of the rum issue — now this. The next thing we'll hear is that the PTI's are wearing frocks. — R. T. W. Rumsey, Rendcomb, Cirencester.

## Tropical

I WAS so amused by the letter from CPO Aitchison, regarding the allowance of £61 to Wrens to buy tropical underwear.

This took me back to the issue of white uniform when we went abroad in 1943. I think we were issued with a couple of white dresses and two white blouses and skirts. The skirts and dresses were of heavy white drill and no way would we wear a petticoat underneath. Much too hot.

We were never issued with underwear, presumably we provided our own but we did have white socks and "sleeves and leggings". The latter were put

on in the evenings to cover our arms and legs from mosquitos! Didn't stop me from getting malaria though!

As to ankle socks, we were on a charge if we didn't wear them. But later in our time in Trinco when supply ships were being sunk and no replacement socks arrived, we were put on a charge if we did wear them! Such is life.

On an entirely different tack, you were kind enough some time ago to print a letter from me regarding the sinking of the Khedive Ismail.

The response has been tremendous and we are now to dedicate the memorial to the Wrens who died on the February 13 next at 11 a.m. at the Wrens Church, St. Mary le Strand, London.

We are obviously giving priority to family and then to all those who have given a donation, as the Church is limited in space.

However we would like to let people know that we have raised over £2,000 and the letters I have received have been a great joy — and I've heard from several old friends. — Sheila M. Hamnett, Colchester.

## Crewing for The King

THE photograph of "Britannia" in September's issue of Navy News brought back happy memories of the sailing era of the J's.

I was serving on HMS Tiverton in the year Mrs. Hardinge refers to. Our duties were to escort Britannia whenever she put to sea. When in full sail she

could outrace us very easily and many a time we would watch her disappear in the distance while we were doing our best to catch her up.

We often wondered why we ever put to sea to supposedly keep our eye on her when more often than not she was out of sight.

It was the practice at the time, that a few members of the ship's company were invited for a day's sailing in one or other of these magnificent J's. I was privileged to have been chosen on two occasions to help crew Britannia — once when HM King George V was at the helm, an exciting day I can assure you. Unfortunately, in this year she cracked her mast and our tour of the south coast regattas was cut short. — Lt.-Cdr. W. Wilce, Manna-mead, Plymouth.

IT was a very pleasant surprise to receive my Navy News featuring King George V racing yacht Britannia.

It is exactly 60 years ago that I served in her. 1933 was a record season under Sir Phillip Hunloke the King's sailing master and Captain Turner the professional Captain. At the Cowes Regatta the King's sons, namely the Prince of Wales, Duke of York along with the Duchess of York, Prince George and the Duke of Gloucester joined the yacht for racing. The Duchess of York — now the Queen Mother, of course — seldom missed a race.

I know that Sir Phillip Hunloke and Captain Turner have passed on and I often wonder how many of the 1933 crew of 17 are still around. — S. C. Barnes, Rainham, Kent.

# Time to crack an old chestnut

IN reply to the letter by CPOWTR J. R. Fraser (September issue) the old chestnut has again been brought to life — "the Artificer is not a real Chief."

In many cases this ignorance was rife when the Engine-room Artificers had their own mess and hence we were considered "different", although the artificers from other branches were messed with the PO's and CPO's in their respective Messes.

As regards "time served", I joined as a boy artificer in 1935 and was made a CPO in '41 by virtue of passing my Engine-room Watch Keeping Cert. This gave me the rank to enable orders given by me to be observed whilst in charge of a watch.

To reach this stage I had to pass all my training examinations at six-monthly intervals and passed out to the Fleet as a 5th Class joining HMS Repulse in '39. After another five examinations I became a 4th class ERA with the rank of CPO, aged 22.

## Status

I did earn six months advancement on being made Acting 4th class due to my technical standard on passing out and also qualified for Cd. Officer during this time.

Examined and passed for Charge Chief in '43 and was granted CC status the following year.

As in the case of all artificers it is not who you know to be rated CPO but what you know and this is substantiated by examination both written and oral.

Due to sickness the CERA of HMS Blackwood left the ship and I was made Act. Chief for a period of six months before being rated up officially.

In modern parlance this was a case of a CPO.MEA being made Senior Engineer of the ship. Not a "real chief"?

The managerial task set me at this time was the job of getting the list of work to be carried out by the dockyard and ship's staff at our next arrival in port as the Engineer Officer also went sick during our patrol and was taken off the ship.

All in a day's work as far as a CPO.MEA may expect at times. — W. J. Robins, Liskeard, Managing Sec. RNEBS.

(Thanks to all the other people who have written to us on this subject — Ed.).

## Cornwall's old codgers

To the young lads of HMS Jersey — reading your challenge (Senior Rates Mess, seven members with a total of 151 years' service) prompted a quick look around the CPO's Mess here.

Alas we do not have anyone on extended service, but if you'll forgive us that, then we've got you well beaten.

1st Team CRS(26), CCADC(26), CPOMEA(26), CPOSA(25), CPO(SEA)(25) and the CWEM(O)(24) — these six pip you by a year without the need to chuck a baby Tiff in.

Amongst the young cubs playing in the corner creche are CPO(OPS)(M)(24), CPO(OPS)(S)(23), CCMEA(M)(23), CMEM(M)(21), CMEM(L)(21), CCY(21), CWEM(R)(21) and the MAA(21).

Strength in depth, a wealth of experience or a load of old codgers — it all depends on your point of view. We're not an old mess, we've just got a lot of Ganges boys!

In the age of the second open engagement I'm sure this is more the norm rather than the exception. Incidentally the CO with 29 years service beats the lot of us. — CCWEA W.I. Belfitt, HMS Cornwall.

## More blind spots

I WAS intrigued by Mr. Walton's complaint about inaccuracies in the television report about the Royal Tournament at Earls Court with the errors about Lord Nelson.

The last time I was on board HMS Victory the demonstration hammock was lashed up by half hitches. There must be a number of eye patches a good bit closer to Lord Nelson than the BBC or ITV. It is not all that long since hammocks were discontinued in Her Majesty's ships. — H. R. Johnston, Stonehouse, Plymouth.

# Panties poem from an old pin-up

## Brief scandal

'I must admit this witty bard  
Is finding it extremely hard  
To comprehend that peevish Chief  
Who voiced a beef (by no means brief)  
On having heard some recent grant is  
Conferred on Wrens — to buy more panties.  
Old Chief doesn't think it right  
That extra knicks — which must be white,  
And cotton too, since this attire  
Could save a maiden's face in fire —  
Should be laid on for shipmate Wren  
(Such gifts are never made to men) ...'

— Bernard Campion

I have recently been cataloguing back numbers of Navy News and was delighted to come across some verses by Bernard Campion and wonder if this is the same person who wrote an article for 'The Ditty Box' early in 1947 for the series 'My Life in the Service?' (It is — Ed).

At that time I was serving as a PO in the South African Women's Auxiliary Naval Service (SWANS) and remember what an impact this series made on my colleagues.

Then a rather dishy photograph appeared with Bernard Campion's contribution and was promptly commandeered for the pin-up board behind the registry door ...

"And now at verses he's just champion  
That sailor poet, Bernard Campion.  
Fifty years gone won't seem so hard  
If we still have 'the sailor's bard.'"

— Lucy Edwards, Constantia, South Africa.

**NN Navy News**

No. 472 40th year

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## FALL IN THAT GIRL

**BREAKING** a tradition of 206 years standing is Lisa Hannam — first girl to attend Trinity House School in Hull.

Founded in 1787 as a nautical school, Trinity House has over its two centuries trained hundreds of boys for careers in the Royal and Merchant Navies.

Today the school curriculum covers all the usual subjects, but its nautical studies department continues to be a strong draw for boys — and now Lisa's led the way, for girls, too — planning a career at sea.

Lisa hopes to join the Royal Navy. She is pictured at the beginning of term sizing up her classmates. The school's outfitters were caught slightly on the hop so far as her headgear went ... but she's now got a regulation Wren-style hat.



## You have the ship

**COMMANDER** Graham Ramsay, commanding officer of HMS Monmouth, launched a model of his ship at Plymouth Navy Days, at which the Duke class frigate also appeared.

The model was built by Mr James Paxton, chairman of the Glasgow Richmond Model Boat Club, and is fully radio controlled. The club was taking part in Plymouth Navy Days for the third time.

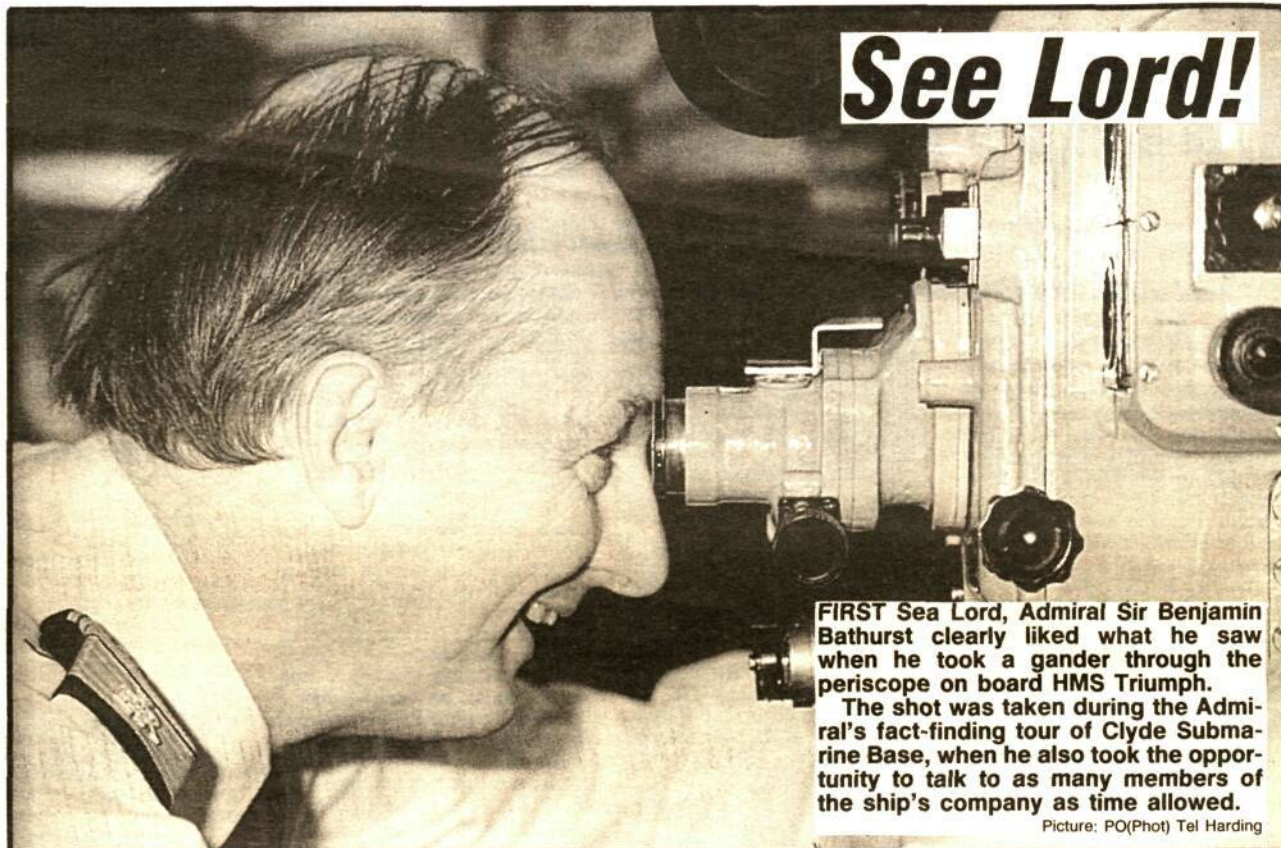
Members fought mini warship battles in No. 5 basin, using live explosives and shells. Before the commencement of hostilities the models were on display to the public and they proved very popular.

## Tickled pink



THERE was no disguising her father's delight when Instructor Sub-Lieut. Trudi Bailey passed out of Britannia Royal Naval College.

Trudi's first appointment is to HMS Collingwood, where her dad, Lieut.(CS) Arthur Bailey, a former Warrant Officer MEA(H), was serving when she was born.



## See Lord!

**FIRST** Sea Lord, Admiral Sir Benjamin Bathurst clearly liked what he saw when he took a gander through the periscope on board HMS Triumph.

The shot was taken during the Admiral's fact-finding tour of Clyde Submarine Base, when he also took the opportunity to talk to as many members of the ship's company as time allowed.

Picture: PO(Phot) Tel Harding

## IN BRIEF

**RECENTLY** retired Vice Admiral Sir Alan Grose has received an Honorary Fellowship from Liverpool John Moores University for outstanding personal achievements.

**LIEUT.-CDR.** Mike Cheshire has taken over as captain of HMS Victory — the post once held by Nelson's flag captain, Thomas Hardy.

**THE REV.** David Thomas, chaplain to 40 Cdo RM, has become the first Forces chaplain to conduct a service at the 272-year-old Mary Street Unitarian and Free Christian Chapel, Taunton. Former preachers there include the poet Samuel Taylor Coleridge.

**SECOND** Sea Lord, Vice-Admiral Sir Michael Layard, has presented Lieut.-Cdr. Noel Erskine with his personal commendation to mark his co-ordination of the refurbishment programme at HMS Centurion. This was the first such award made by the Second Sea Lord.

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## EXPERTISE REWARDED



**NEW** Commander Fishery Protection Squadron, Cdr. Bill Chambers, paid his first visit to HMS Blackwater to present the Marine Engineering Officer with a Herbert Lott Award for outstanding service.

**CPOMEA(M)** Wally Pullman has served in the Blackwater for 18 months and in that time become an expert on the River Class and its unique engineering design.

**Cdr. Chambers** (pictured right) took up his appointment in June, having previously commanded HMS Anglesey.



## SWIMMER RESCUES FRIEND IN TORTOLA

A POWERFUL undertow off a beach in northern Tortola in the British Virgin Islands almost cost CPOCK Robert Stewart his life. Struck by cramp, he was being dragged out to sea by the current and pulled below the surf by the weight of his sodden training shoes.



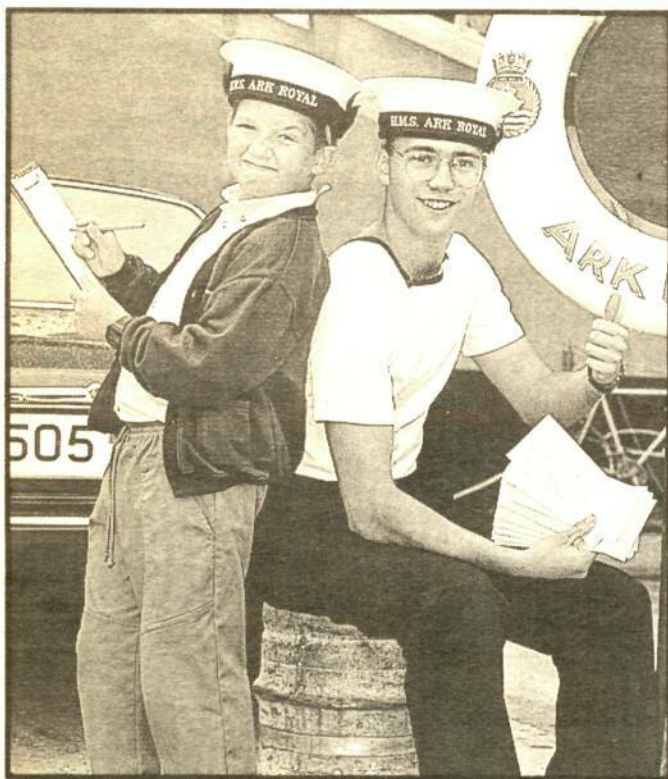
LCK Lee Dixon

But his companion on what should have been a pleasant day's leave from HMS Birmingham, LCK (Local) Lee Dixon, stayed with him and fought to keep his head above the waves. In the struggle Lee was pushed down into the water but he would not be deterred.

The nightmare was to last another ten minutes before two holidaymakers, one with a surfboard, managed to reach the pair, alerted by their cries.

Robert was brought back to the beach on the board, while Lee was able to make his own way. His courage in disregarding the threat to his own safety, has been recognised in two awards.

The first was a Commendation from Commander-in-Chief Fleet, Admiral Sir Hugo White, and the second a commendation from the Royal Humane Society, which was presented to him by the captain of HMS Birmingham, Cdr Stephen Wilson.



## Putting faces to the names

TWELVE-year-old Christian Watkins paid a surprise visit to his penfriend WEM Tony Jenkins on board HMS Ark Royal.

Accompanied by his parents, the youngster called in at Tony's messdeck for standeasy. They were joined there briefly by the Captain. Afterwards, Tony took his visitors on a tour of the ship, before they enjoyed lunch in the junior rates dining hall.



## People in the News



## Rising to the challenge



**PRECISION** flying skills of the kind so vital in military and Search and Rescue operations saw a team from 705 Squadron successfully through their challenge on the television gameshow "You Bet".

Host Matthew Kelly said he was hugely impressed by the professionalism and competence of the Cudrose team, which comprised pilot Lieut Bob Hubble and CPO Roy Eggle-

ston in the Gazelle helicopter, and CPO Ray Henley and PO Razor Keen on the ground.

Pictured left to right with Matthew centre are Roy, Ray, Razor and Bob. The wooden waiters were props central to the challenge.

● Bob and Roy were subsequently invited to represent the Royal Navy in the World Helicopter Championships. These are to be held in Moscow next August.



## Horsea surprise

FOUR pulls on a diver's lifeline means "Come up" and usually signifies the end of a dive. For Cdr Julian Malec it meant rather more as he was surfacing from his final dive for the Royal Navy.

He has hung up his lead boots after a long and active diving career. Members of the RN and Army Diving Training

Sections at HMS Nelson (Gun- wharf) combined at Horsea Island to surprise him with a dive in Standard Diving Equipment.

When Julian qualified LMCDO in 1970 the training course incorporated use of the cumbersome set. Twenty-three years later, and the RN's most senior Commander MCD, Julian is still in date for diving.

To mark the occasion some of his LMCDO 69 Long Course colleagues were present to take charge of him — Lieut-Cdr Dan Nicholson, fellow course member and also still diving, WO(Diver) Peter Still (assistant course instructor) and ex-CPO Diver and course instructor Dusty Miller.

Cdr Malec also received an engraved plaque hand crafted by the diving school's underwater engineering instructor, CPOMEA Bill Hadfield. He'll be able to hang it in his new office as Deputy DNR.

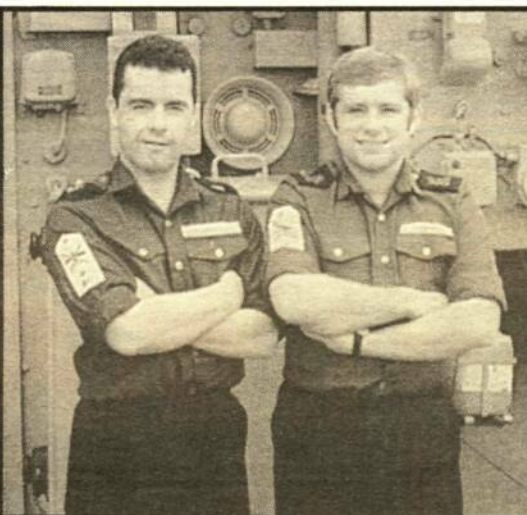
## HELO GOODBYE

CDRE. Chris Craig visited RNAS Cudrose for the last time in his capacity as Chief of Staff to FONA to discuss changes to accommodate the new Merlin helicopter. Capt. Peter Fish and his six Commanders gave a high powered send off to the Commodore, who is to leave the Service after 34 years.

## Ups and downs

PICTURED on board HMS Alacrity during deck landing trials with 702 Squadron are LAC Jess Owen (left) and PO(AC) Taff Hopkins.

Alacrity is believed to be the only vessel in the Fleet to boast two qualified submariners as her Helo Controllers. Taff, an ex-Cook SM, is the frigate's own HC, while Jess (ex-TS SM) has recently qualified as a Controller and is soon to join HMS Brilliant.



SOMEONE HAS TO LEAD...



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# Faslane's fleet of foot



THANKS to the Clyde Submarine Base, the Great Scottish Run was absolutely no problem for two ladies in wheelchairs from the Clydebank Branch of the Multiple Sclerosis Society.

A team made up of four Royal Marines, three Wrens, a Corporal from the Women's Royal Army Corps and a civilian employee, pushed the chairs along the 13-mile course.

The idea of a wheelchair push to raise money for the MSS came from Sgt. Jim Daly RM. His team were all volunteers who raised over £1,000 in sponsorship. On the day of the race they collected a further £110 in buckets and completed the run in a creditable 2 hrs. 22 mins.



## Brave sailors help hospice

SAILORS from the Devonport-based Type 22 frigate HMS Brave, including the youngest member of the ship's company, 17-year-old Wren Alison Ireland, take a breather from repairing paths and clearing foliage at St. Luke's Hospice, in Plymouth.

HMS Brave, nearing the end of a major refit in Devonport, has forged strong ties with the hospice where the new day centre is named after the ship in recognition of much support already provided.

Hospice staff will attend her rededication ceremony in December and patients are already looking forward to Christmas lunch on board!

Pictured with Alison are, from left, ABs Jay Flay, Bobbie Ball and Bungy Edwards.

Picture: LA(Phot) Mac MacDonald



## Helping Hands



## FOOD FOR THOUGHT

GOOD English pub-grub was the order of the day on board HMS Invincible when a charity night was held by the POs' Mess in aid of Gosport and District Sports Association for the Disabled (GADSAD).

During a brief stand-down from operations in the Adriatic they raised £200, presented by Mess Social Secretary PO Scouse Keating to Communications Yeoman Mark Rutley, a voluntary aid worker with GADSAD.

# Helo support for war orphans

MEMBERS of the Commando Helicopter Operations Support Cell took part in a sponsored cycle ride from RN air station Yeovilton to HMS Daedalus to raise £1,000 for the Vrilika orphanage in the former Yugoslavian town of Split.

The orphanage, which cares for mentally and physically handicapped children from

mixed ethnic backgrounds, was bombed during the civil war and staff and children escaped

to Split to set up a new base.

845 Sqn. and CHOSC, who are supporting the UN forces in Bosnia, have also refurbished the new unit and have provided kitchen equipment and furniture.

Like the man in the iron mask, CPO(OPS)(S) Andy Gleave, from HMS Dryad, emerged from 22 years behind his beard and raised over £400 for the Children's Ward at the Queen Alexandra Hospital, Cosham, and The Motor Neurone Disease Association.

A team of 15 runners from HMS Marlborough completed a 170-mile sponsored run from Devonport to Marlborough, in Wilts., raising £600 for St. Luke's Special Needs School in the ship's adopted town.

The Wives' Club in HMS

Sultan held a car boot and jumble sale, raffles and coffee mornings and in less than six months raised £1,000 for the Rainbow Centre for Conductive Learning.

During HMS Birmingham's recent deployment her ship's company organised a variety of fund-raising events, including a beard-growing competition, triathlons and games' evenings, and raised £1,500 for new medical equipment for the Paraplegic Unit at Birmingham Heartlands Hospital.

Class L(R) 389 of the Mechanics' Training School, HMS Collingwood, took part in Snowdon 93 and raised £500 for Multiple Sclerosis. Class 912C, from the Technical School, took to the skies in a sponsored parachute jump and their brave efforts raised £100 for the NSPCC.

A group of RN runners from a number of London Directorates, and led by Rear-Admiral Malcolm Rutherford, raised money for the London Marathon charities group by taking part in the Chemical Bank Corporate Challenge Run.

## SALVAGE MONEY GOES TO RNLI

A DRAMATIC fire-fighting operation involving HMS Campbelltown has resulted in a £2,625 donation from the ship's agents to the Royal National Lifeboat Institution.

After the tanker World Hitachi Zosen was holed in a collision off the coast of West Africa last year personnel from HMS Campbelltown evacuated crew members before bringing the fire under control.

The salvage payment will help the Campbelltown branch of the RNLI buy a much-needed new lifeboat.

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THE FIRST STEP by a recent, young double amputee

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## Kids take the cake



WHILE Cdr. David Russell was sailing HMS Vanguard to her new home at Faslane, Cdr. Jim Boyd and some of the Starboard crew were performing an equally important task at Yorkhill Hospital in Glasgow.

One of the cakes baked for her commission-

ing ceremony was presented to the children on Ward 6A. The Royal Hospital for Sick Children has retained close links with the Navy over many years and in 1991 they were the main beneficiary of the Faslane Fair organised annually by the base.

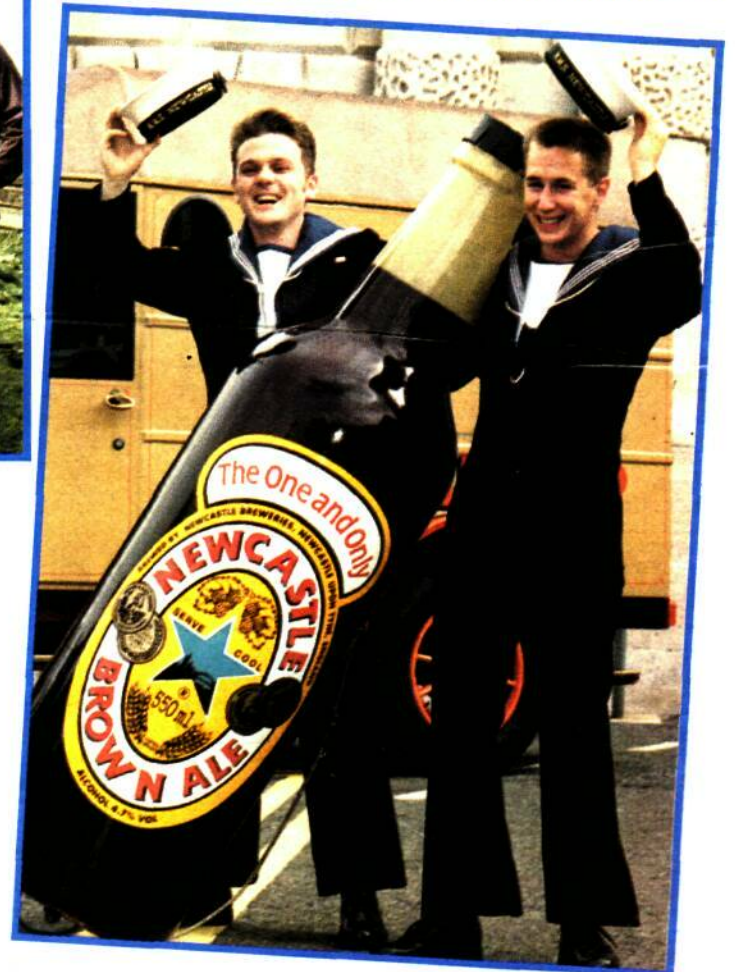


# Charity begins at home

● Armed with picks, shovels and shears members of X6 Officer of the Watch course at HMS Dryad, pictured right, set to work digging up weeds, painting sheds and generally tidying up the children's playground at St Mary's Hospital which, due to cutbacks, had become overgrown. A small float bought the paint stripper, weed killer and paint and what money was left went towards buying swing seats and play tunnels.



● HMS Newcastle has "gorra lorra bottle" as MEM Jason Patchett and WEM Mark Webster can testify. The six feet high fibre glass beer bottle — the ship's unofficial RASING pennant — will be used to help raise funds during her South Atlantic deployment.



● Lieut. Robin Cook, MEM Nathan Sexon and WAB(S) Paris Ruff (left) give 15-year-old David Billingsley a helping hand during his visit to HMS Manchester. David, who has just recovered from treatment for a brain tumour, took part in 1,800-mile sponsored cycle ride to raise money for the Christie Hospital in Manchester and stopped off to meet up with the city's affiliated ship.

Picture: LA(Phot) James

● During a busy WIGS deployment the ship's company of HMS Cumberland made plenty of time for fund-raising. A sponsored silence by a group of Wrens raised £600 for a Carlisle charity, the CPOs' Mess raised £500 from a race evening and a sponsored small arms shoot brought in over £400 for the Guide Dogs for the Blind Association. Pictured below are a group of cyclists from the ship who endured the blistering heat to take part in a cycle race against the St. Lucian Cycle Club and who raised £200 for Plymouth charities into the bargain.



## Helping Hands



## MALTA STAMPS UP FOR AUCTION

TO celebrate the 50th anniversary of victory in the Battle of the Mediterranean and the arrival of the Italian Fleet in Valetta, Malta, the RN Philatelic Society has published a special "auction issue" of commemorative covers.

They have been signed by the President of Malta, Dr Vincent Tabone; the Prime Minister of Malta, Dr Edward Fenech-Adami; the Deputy Prime

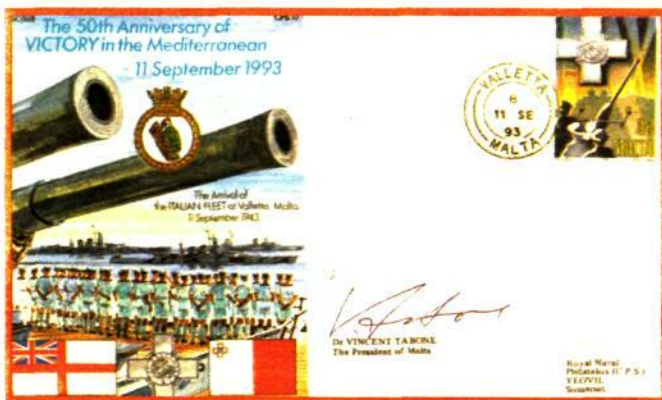
Minister and Minister of Foreign Affairs, Prof. Guido de Marco; the Malta High Commissioner in London, His Excellency Salv. J. Stellini; the

British High Commissioner in Valetta, Sir Peter Wallis and the British Deputy High Commissioner Mr Richard M. White.

Each dignitary has signed 12 covers, creating 12 full sets, four of which are now available for auction in the UK, with proceeds going to the KGFS and RNBT.

Anyone wishing to bid for a full set, or for an individual cover, should send their bids to Navy News Philatelic Auction, Barham Block, HMS Nelson, Portsmouth PO1 3HH by December 31.

Bids received after that date will not be considered and all bids will remain confidential. Letters to successful applicants will be dispatched by Jan. 9, 1994.



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# Newshound Cardiff scoops fleet award

NEWSY ship HMS Cardiff has gained a coveted award for doing the most for the Royal Navy through the headlines.

The Type 42 destroyer is the first winner of the Desmond Wettern Fleet Award, to be presented annually to the ship, submarine or naval air squadron which has worked hardest and most effectively to project a positive public image of the Service.

Cardiff came out tops for a sustained effort in news media relations. Her successes included excellent national and regional media coverage during her relief work in the Caribbean in the wake of Hurricane Andrew; participation in a BBC1 "Panorama" programme involving drug interdiction operations; and her operations in the Adriatic. She also wins praise for keeping up strong links with regional and local media in Wales.

## Journalist

Desmond Wettern, who died almost two years ago, was a national journalist who specialised in naval matters. For many years he was naval correspondent of the Daily Telegraph and became well known throughout the Navy. He also served as an RNR Lieutenant.

His widow, Gillian, commissioned the award — a decanter mounted on a plinth of oak



Picture: LA(PHOT) George Tweedie

from HMS Victory bearing a silver plate inscribed with the title of the award and the phrase "Hearts of Oak". Her one stipulation is that the holder must keep the decanter full.

Runner-up was judged to be the Hunt-class mine countermeasures vessel HMS Brecon, while joint third place is shared by 845 Naval Air Squadron and HMS Ark Royal.

Brecon won praise for her public information effort during the Anglo-French fishing dispute off the Scillies, during a fire on board the Plymouth-Roscoff ferry and over the aid she provided during a fire on board a fishing vessel.

Public relations work was

thrust upon 845 Squadron while carrying out hazardous operations in support of the UN in Bosnia and Croatia, while Ark Royal did much to enhance the Navy's image during her Shop Window 92 circumnavigation of mainland Britain.

During that exercise and subsequent involvement in Operation Grapple in the Adriatic, Ark hosted thousands of media representatives from national, international and regional newspapers, TV and radio.

Presentation of the award will be made by Flag Officer Surface Flotilla, Rear Admiral Mike Boyce, at a date and place to be arranged.

## RAPID ROPE TRICK

THIS was how HMS Cardiff conducted some of the 30-plus boardings she undertook in support of UN embargoes during her deployment to the Adriatic as flagship of Standing Naval Force Atlantic. In this case LS(M) Stuart Gunner demonstrates how to execute a rapid-rope descent supervised by Lt Henry Hailstone.

# Drake's role grows under new pennant

A COMMODORE'S pennant has been raised over HMS DRAKE for the first time in three years and heralds the start of the reorganisation of Devonport Naval Base.

The new Deputy Naval Base Commander, Commodore Michael Johnson, assumed command of HMS Drake on October 12.

The reorganisation of the naval base will be fully implemented in April next year and is intended to provide greater value for money for all Fleet support operations currently carried out by independent commands within the base.

Drake's role will be expanded from its current status as Fleet Accommodation Centre to take in those tasks presently undertaken by HMS Defiance, the naval base's Engineering Department. Other areas which will transfer to Drake includes the base Facilities Department.

Said Commodore Johnson: "The organisation which will be put in place from 1 April, 1994 will create a structure which will be identified as one cohesive organisation — a single business unit."

"To capture this corporate identity the whole of the Naval Base from April next year will be known as HMS Drake."

Another new appointment has been established within Drake, that of Captain Base Personnel, who will be Capt. Simon Goodall. He takes over from Capt Mike Thomas, who leaves to take up a new appointment as commodore on the Ordnance Board in London.

## Taking coals to Oz

POLISHED coal and a miner's lamp formed one of the mementos exchanged when the commanding officer of HMS Newcastle met the commanding officer of the ship's Australian namesake — HMAS Newcastle.

Cdr Alan Massey (HMS Newcastle) presented Cdr Rowan Moffitt (HMAS Newcastle) with the mounted coal and Davy-lamp when they met on board the British ship in Portsmouth Naval Base.

Cdr Moffitt took the opportunity to visit the Type 42 frigate while he was completing a maritime tactical course at HMS Dryad.

HMAS Newcastle is a brand-new frigate which will be commissioned in Newcastle, New South Wales, next month. It is thought that this is the first time that warships of similar size in the two navies have borne the same name.

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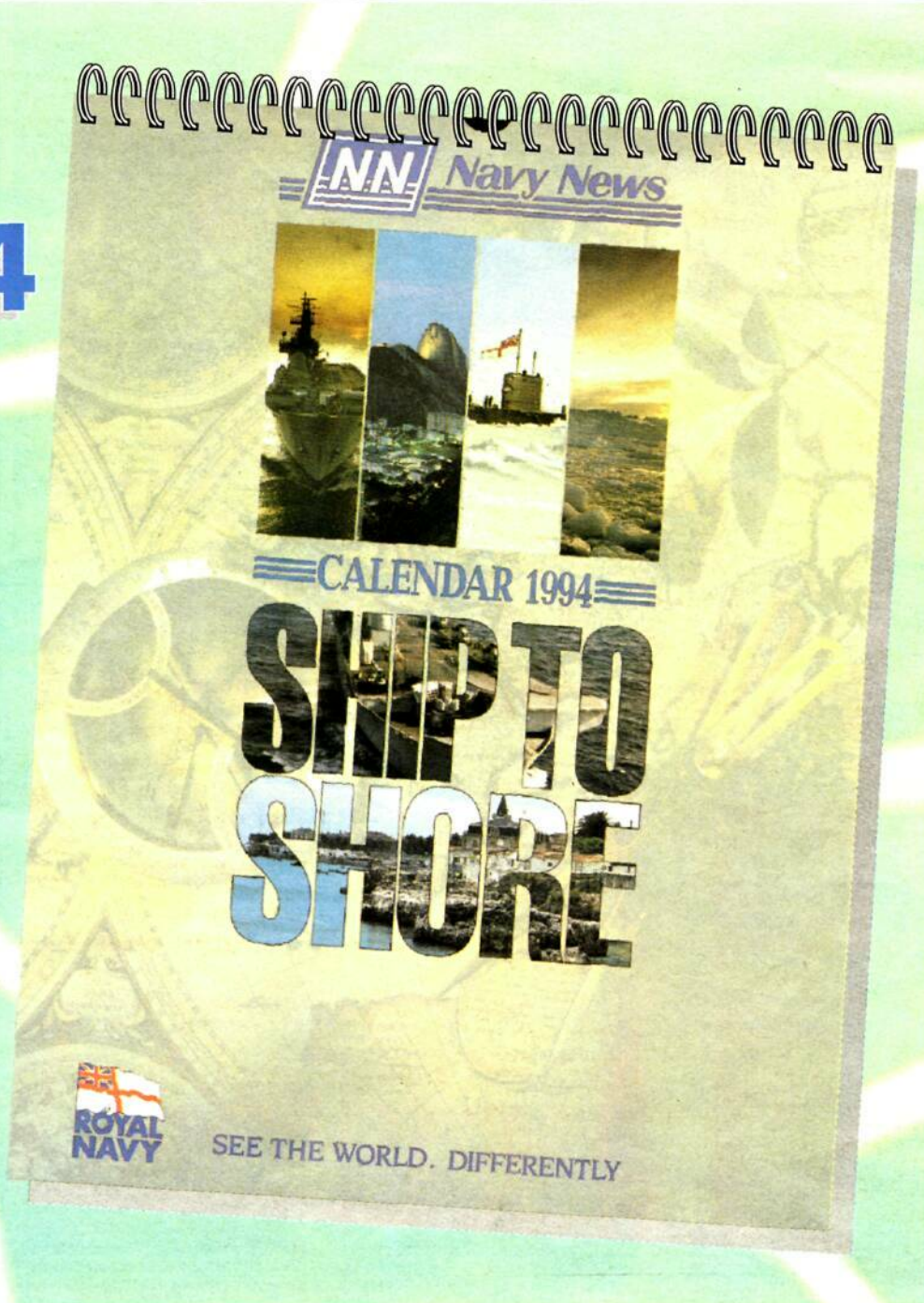
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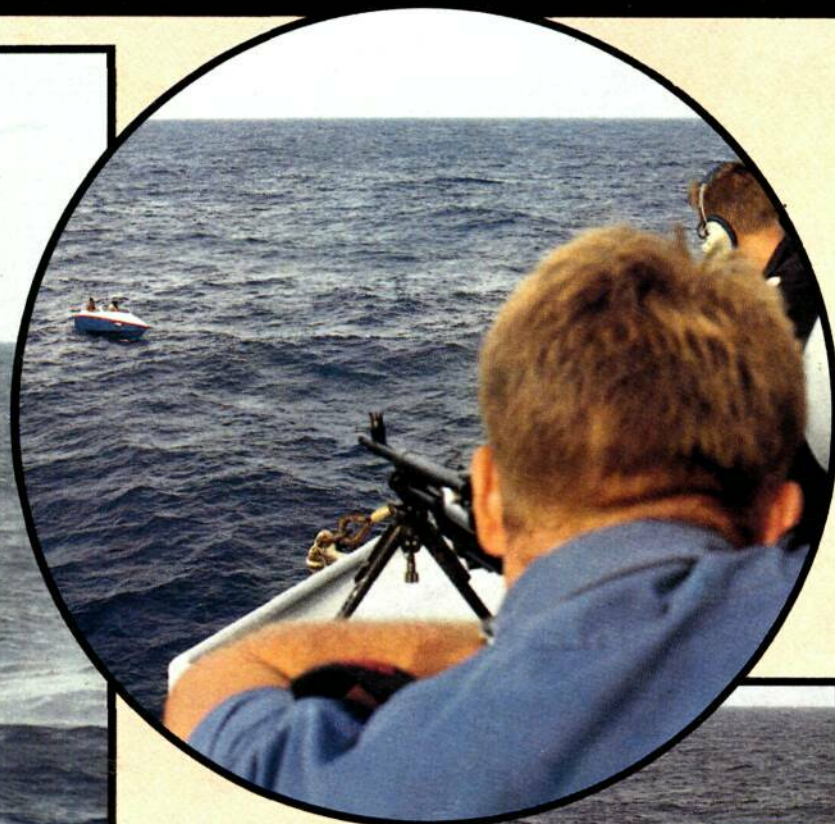
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**CHITAGONG, BANGLADESH**  
The Bangladeshi port of Chitagong was visited by H.M.S. London while she was en route from Singapore to the Persian Gulf.





# THE TAMING OF FIRE



PICTURES: LA(PHOT)  
DAVE COOMBS

Dramatic pictures brought back to UK by HMS Cumberland show how a speedboat was stopped in its tracks after its three occupants had allegedly attempted to murder a St Lucian coastguard, an incident which was briefly reported in October's Navy News.

**FAR LEFT:** The speedboat Fire is forced to halt by HMS Cumberland's Sea King hovering above it.

**LEFT:** The Fire is "covered" by a GPMG in Cumberland as preparations are made to re-board her.

**BELOW:** With the St Lucia Coastguard launch on the scene, Cumberland's Pacific seaboard transfers St Lucia officials to the Fire as the speedboat's crew wait in resignation, hands held above their heads in surrender.

## Cumberland wins speedboat chase

**THREE** wanted men in a speedboat named Fire were well and truly put out when they came up against the Royal Navy in the Caribbean.

The Fire, suspected of drug smuggling by the St Lucia authorities, had been challenged by a regional Coastguard vessel and boarded by one of her officers. But he soon found himself swimming for his life, allegedly forced off the Fire at gunpoint.

The speedboat rapidly departed and, say the Coastguard, jettisoned two large sealed containers that the authorities would have been interested in investigating.

Unable to match the Fire's speed, the Coastguard launch called for help to the West Indies Guardship HMS Cumberland which was in the area at the time. She quickly detected the boat heading for St Vincent and gave chase with her embarked Sea King.

The aircraft, from 819 Naval Air Squadron, easily overtook the Fire and forced the boat to stop, remaining overhead until Cumberland and the Coastguard vessel arrived.

With the help of the Cumberland's Pacific seaboard, the

Coastguard re-boarded the Fire to arrest the crew. They were taken back to St Lucia to face a charge of attempted murder.

The Fire incident was one of the climaxes of an eventful deployment for Cumberland which returned to Devonport at the end of September.

### Submarine

During her drug interdiction work the Type 22 frigate operated with the destroyer USS Stump, the US Coastguard and St Lucia Coastguard.

Other encounters at sea included two days of exercises with the Dutch frigate HNIMS Bloys van Treslong and an exercise and exchange of personnel by helicopter transfer with HM submarine Turbulent conducting trials in the Caribbean.

Following a successful Seawolf firing the British frigate (commanding officer Capt Scott Lidbetter) was involved in a search and rescue operation in the Mona Passage between the Dominican Republic and Puerto Rico.

A man had fallen overboard from the sailing yacht Geuo, leaving his woman companion alone on the craft which was also suffering engine problems. In a joint operation with the USCG and a merchant vessel, Cumberland made best speed to the scene while launching her aircraft to conduct a search.

A thorough quest for the missing man proved fruitless, but Cumberland was able to provide help and comfort to the distressed woman by putting a small party on board the stricken yacht.

**A 'spell' on the beach on the Caribbean island of Anguilla for LA(AC) Mark Vince (left), AEM Scouse Langridge (centre) and AEM Phil Roache. During Cumberland's five-month deployment the ship's busy WIGS programme was also punctuated by stand-offs in Antigua, Tortola, Barbados, Bermuda, Curacao and St Lucia.**



## Arresting tunes for WIGS ship

**THIRTY-THREE** musical policemen provided HMS Cumberland with a tune-fest passage from Barbados to St Christopher during the frigate's WIGS deployment.

Bound for a week-long festival in St Christopher, the Royal Barbados Police Band played during the ship's departure from the island and during the afternoon entertained the Prime

Minister of Barbados and a party of news reporters who had also been welcomed on board for the overnight trip.

The guests witnessed a flying display by Cumberland's Sea King and a replenishment at sea from the frigate's supporting tanker RFA Oakleaf.

In the evening the band performed an encore — a concert for the ship's company which was well attended despite rain.

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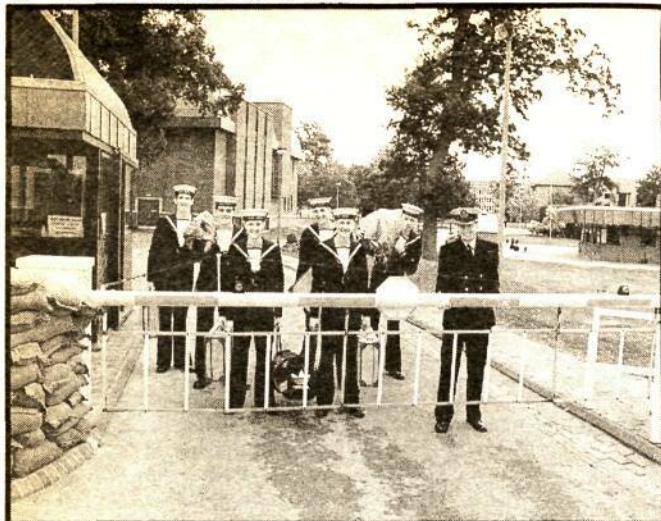
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## Out with the old, in with the new

SIX RATINGS leave HMS Dryad to mark the end of an era in Operations Branch training.

Their 14-week Seaman (Sonar) Course No.88 is the last of its kind. In the New Year it will be replaced by an underwater warfare course to teach seamen both how to operate sonar and how to carry out minor maintenance on their equipment.

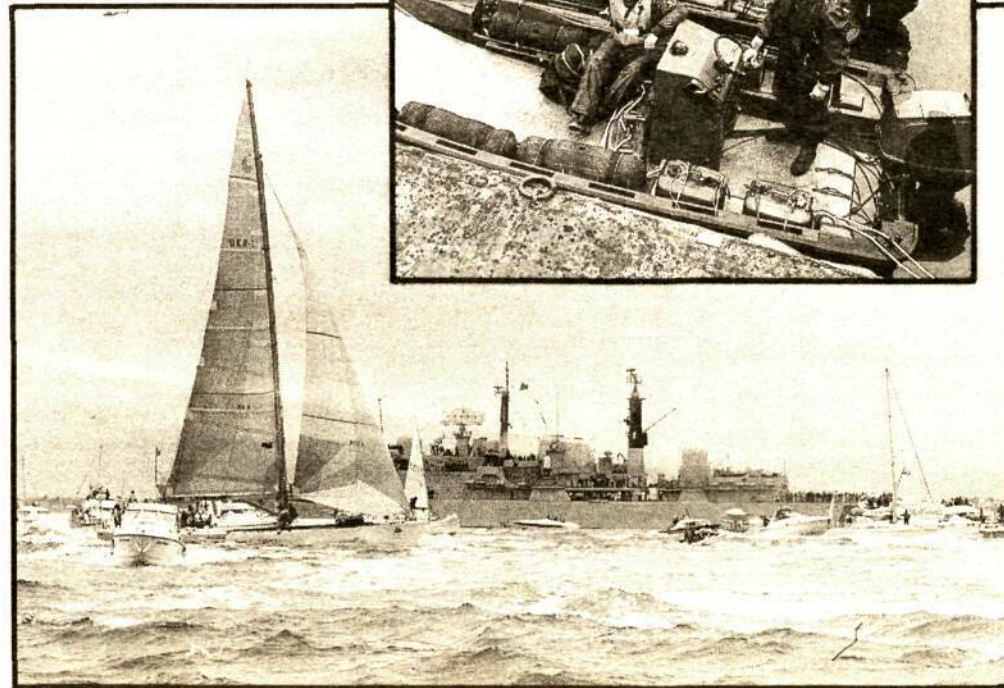
Escorted through Dryad's gate by WO Dave Hood, the final six are SEA(S)s Rodney Wilcock, Lee Austin, Kevin Elderbrant, Michael Massey, Jason Winter and Duncan Sloan. Their next stops are variously HM ships Beaver, Westminster and Marlborough.

## Summer time special

THE China Fleet Club UK Charitable Trust has a portfolio of 63 self-catering timeshare holiday weeks in prime season (July-September), in the UK, available to serving ratings in the RN, RM, WRNS and QARNNS. The cost of one week of timeshare at any location is £240.

A description of the various locations, dates they are available and booking forms can be obtained from The China Fleet Club UK Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ.

Successful applicants will be decided by means of a draw which will take place at the end of February.



## Squadron is voted Master of the Rolls

SEA King unit 820 NAS, based at RN air station Culdrose, has won the 1992 Rolls-Royce Trophy for Engineering Efficiency.

The squadron, which recently returned from a seven-month deployment in the Adriatic, was selected for this annual award by achieving the best standards of engineering efficiency within the Fleet Air Arm.

LAEM(M) Chas Harvey, epitomizing the team spirit that exists on 820, was chosen to accept the award, on behalf of the squadron, from the managing director of Rolls-Royce military engines division, Mr Colin Green.

## TAX FREE MAZDA

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Cruising in a compact package can be enjoyed in the 5-door 323 Fastback with its unique wedge profile and pop up headlamps. There's an impressive choice of body shape and engine size in the 10-strong range - all high on technology and specification.

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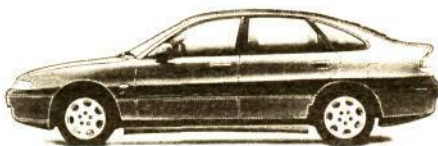
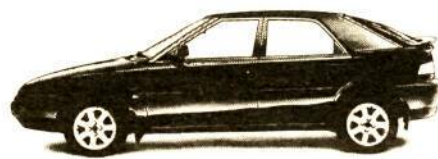
This family-sized range includes saloons, hatchback and estates. Impressive equipment on 2.0i and 2.5i models includes ABS, electric windows, sunroof and six-speaker stereo.

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# Marines marshal Whitbread start



ROYAL Marines from RM Poole, in Dorset, are pictured lined up and ready to go at the start of the Whitbread Around the World Yacht Race.

Assisting Hampshire police, they were used to keep the starting area clear and to provide a safe passageway for the participating yachts as they headed for the open seas.

Also pictured is HMS Southampton, surrounded by a flotilla of small craft - the Type 42 destroyer had the honour of marking the start of the race.

Picture: PO(Phot) Wayne Humphreys.

## PIC A POLICY

A NEW insurance scheme, Personal Injury Cover (PIC), which provides cover for Service personnel against injuries sustained at work or at play, has been launched by NAAFI financial services. No war exclusion risks apply and the policy is valid in all operational areas, including Northern Ireland.

Under the scheme, members buy units of cover starting at 43p a week for one unit, each worth £10,000 and up to 20 units can be bought.

Payouts then depend on the severity of the injury and are made as a percentage of the units bought.

## Bumpy ride for helo

NOT quite as fast as a Ferrari but surely more impressive was a Sea King helicopter from 820 Naval Air Squadron, based at RN air station Culdrose.

The helicopter had to be towed along the winding country lanes of Cornwall from the airfield at Predannack to the aircraft maintenance and repair facility at Culdrose.

Repair was needed after a technical problem incurred during a routine training flight forced the aircraft to make a heavy landing at the Predannack airfield.

## Disc set to top the charts

THE UK Hydrographic Office has announced the new Admiralty Raster Chart Service (ARCS), a digital chart service, which will be available from next Spring.

ARCS is the first complete digital chart service to be provided by a national hydrographic authority and consists of digital Admiralty charts and a weekly update service for Notice to Mariners being provided on compact disc.

The digital Notice to Mariners service allows automatic (errorless) updating of the raster charts and the digital chart data will be suitable for display as an aid to navigation on integrated bridge and small ship systems.

The first release will cover selected routes and ports in Europe, the Mediterranean, Red Sea and Gulf.

Further details of ARCS are available from ARCS Marketing Manager, Marketing Department, Hydrographic Office, Taunton, Somerset TA1 2DN (tel. 0823 337900).

## Premier visit

DESPITE being in the "hot seat" for 11 years the Premier of Bermuda, The Hon. Sir John Swan, has just made his first visit to HMS Malabar and the Royal Navy dockyard.

He visited the headquarters building, Moresby House, and met civilian and Service personnel before touring the dockyard workshops and other support offices.





# **NN** Get Wise on DCIs **NN**

## When being a blood donor can kill...

DON'T let the bed bugs bite — some of them carry 'diseases of military importance'.

Advice is given on avoiding the attentions of mosquitos, which can give you yellow fever, dengue and other Arbo-viral fevers in addition to malaria; fleas (plague and endemic typhus); lice (typhus and relapsing fever); mites (scrub typhus); sandfly (sandfly fever and Leishmaniasis) and ticks (encephalitis and Lyme disease, among others).

Clothing soaked in Peripel (Permethrin) for a couple of minutes will kill any insects, ticks and mites that land on it for about ten weeks or after ten washes.

Mosquito nets should also be impregnated with Peripel.

The current insect repellent is 32 per cent DEET, each application effective for about eight hours.

In tropical climates, it makes sense to wear long-sleeved shirts and long trousers, particularly at dawn and dusk. The wearing of boots and closing the gap between trousers and footwear will help prevent attack by mites and ticks.

DCI Gen 233/93

AROUND 10-15 people in the UK die each year, while 2-3,000 fall seriously ill as a result of malaria acquired abroad.

It is most prevalent in rural areas of tropical and sub-tropical countries, but remains a risk in towns and cities — and even offshore and at airports.

Emphasis on protection, as outlined above, is made because no drug offers complete cover — though failure to take anti-malarials is the commonest cause of breakdown.

Details of drugs used and their dosages — Papua New Guinea, Solomon Islands and Vanuatu are areas of known resistance and require a combination — are given.

There is growing resistance, too, in East Africa where Mefloquine (Lariam) is recommended for visitors of less than three months duration.

DCI Gen 234/93

### Guide update

A REVISED edition of the Royal Navy and Royal Marines Family Guide is being sent to all serving personnel.

Copies will also be held at NPFS Regional Area Offices at HMS Nelson, HMS Drake and HMS Cochrane.

DCI RN 216/93

### Extra cash at Porton

VOLUNTEERS for studies at the Chemical and Biological Defence Establishment Porton Down can earn extra pay up to £250 for a three-week stint.

Details of the current programme up to the end of the year are given, together with any special requirements.

The establishment is aware of the many pressures on commanding officers and the difficulty of releasing personnel — but stresses that the volunteer



'Don't! He's rotten with mosquito bites!'

scheme plays an essential part in the development of chemical defence equipment.

Only regular members of the HM Forces need apply.

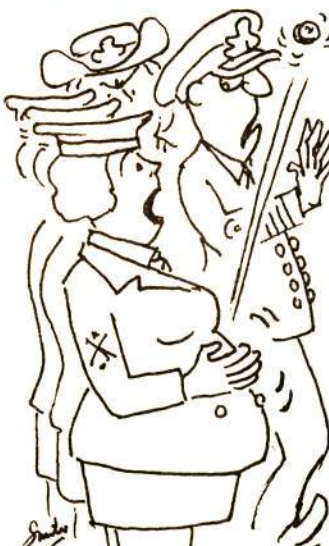
DCI JS 75/93

### Single spot course slots

TRAINING courses for Flight Deck Officers and Flight Deck Teams of ships equipped for single spot helicopter operations are given for 1994.

DCI RN 215/93

### Pregnancy in uniform



'Oops, sorry sir! It's kicking a bit now!'

A NAVAL Servicewoman is expected to continue to wear her uniform during pregnancy so long as it is comfortable and practical for her to do so.

She may, however, decide to go into suitable maternity clothes at any time and does not need permission, though she should inform her Commanding Officer in advance through the normal chain of command.

DCI RN 219/93

### That will do even better

THE American Express (Amex) Corporate Card is now more widely available at a special rate of £3.50 a year compared to the normal rate of £37.50.

Previously limited to certain appointments undertaking official duties, it may now be acquired by all officers and warrant officers. Cardholders are now solely responsible for settlement of the account, so it may be used for personal expenditure.

Members of the Reserve Forces are not eligible for this concession, however and cards must be returned to Amex for cancellation once the cardholder has left the Service.

Application forms from Ms. Jackie Diplock, American Express Europe Ltd, Portland House, Stag Place, London SW1E 5BZ.

DCI JS 73/93

### Not too hot to handle

A NEW ship firefighting glove is being introduced to replace the Fearnought gauntlet.

Made of heat and weather-resistant split chrome leather with a Nomex lining, it offers improved protection and dexterity.

DCI RN 224/93

### £125,000 for 50p

PAY deduction to the Voluntary Sports Subscription Scheme is currently 50p per month — but 55 per cent. of those eligible do not contribute.

A full list of grants made during the past financial year — totalling over £125,000 — is given with a plea for more personnel to join.

DCI RN 220/93

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## NEWSVIEW

### 'Admirals all, for England's sake . . .'

LAST month one of our national newspapers gleefully pointed out that the Navy now had more admirals than ships — and that only one of them went to sea.

Well, in many ways the seagoing admiral is a thing of the past anyway — we never sent one to the Gulf in 1991.

Nor, by way of comparison, do you find the managing director of Marks and Spencer standing by the checkout.

C. Northcote Parkinson — best known, of course, for his classic study of the relationship of workload to staffing, 'Parkinson's Law' — said of Nelson and Trafalgar, that victory was "mostly won by efforts previously made, some of them by men who took no part in the battle itself or indeed in any other battle."

#### Inspired

"... an Admiral's most important work is done before the enemy is sighted. His Fleet has to be formed, organised, equipped, disciplined, trained, tested, rehearsed and (finally) inspired."

This was never more true than now — and if the RN still has a pre-eminent reputation in almost all these areas it must owe much of it to its managers, only five of whom actually receive the £90,000 a year the paper awarded them all, which is not in any case a remarkably high salary by the standards of today's leading captains of industry.

#### Stretched

At least they have to work for their money — some of them quite hard, we dare say, in these times when their resources are being stretched and stretched again.

Back in 1793 the Treasurer of the Admiralty enjoyed a package worth £4,000 a year — and performed no duties of any kind, save by deputy. According to the Bank of England, that amounts to £177,360 in present day values — or just about twice what a full Admiral earns today. And there was no income tax in 1793 — though the first (temporary) levy was soon to be made to fund the Napoleonic Wars.

We must be getting better value than that!

From the first of this month the WRNS is no more — but the Royal Navy's women sailors will still be known as 'Wrens'.

As Armed Forces Minister Jeremy Hanley made the formal announcement of integration in the House of Commons, the last retiring Director WRNS, Commandant Anne Spencer, signalled the Fleet: "In reality we have been going forward to integration for some 20 years. I am very proud that the Royal Navy has recognised the qualities of women and has fully opened the door so that we now have equal employment and career opportunities."

"This must be to the benefit of the Royal Navy as a whole, both ashore and afloat. Having served with the Royal Navy for 31 years, I have appreciated the unique quality of our service, its people and your tremendous support."

"I have also enjoyed every minute of my time."

Wrens' interests will now be served by a woman Captain. This duty will be in addition to her main appointment in the same way as the current tribal chiefs (CNEO, CNSSO and CNIO) have responsibilities for their specialist branch matters. Her title has yet to be announced — but the first in the post will be Capt. Julia Simpson.

#### Practical

First Sea Lord Admiral Sir Benjamin Bathurst told Navy News that, far from the 'axing' of the WRNS portrayed in some areas of the media, the integration would not affect the planned numbers of women in the service but would allow them to compete equally with men on merit in all but a few areas.

"The way is now open for women to reach the highest ranks of the service. It is the Navy Board intention that all areas should be open to women — nevertheless there are some practical obstacles to fully achieving this policy."

"The difficulty in providing appropriate accommodation for women has led to a decision that — for the time being — they will not be able to serve in any current class of submarine or in the older classes of mine counter-measures vessels."

"Some opportunities already exist for women officers to serve

# 'Wrens' proud history will be maintained'

at sea in offshore patrol vessels and single role minehunters and these will be extended to female ratings as the conversion programme progressively provides suitable facilities.

"Service in Royal Marine Commandoes is also currently closed to women pending joint Army/RM studies into appropriate physical fitness standards

and other aspects of commando service."

"However, I wish to stress the principle of equal opportunity and that these areas of exception will be kept under review."

While he and the rest of the Navy Board were wholeheartedly behind the decision to integrate, there was "much sadness" at the loss of the WRNS as a separate

service.

"However, its proud history will be maintained and commemorated in many ways, not least the continuation of the use of 'Wren' in the rate titles."

"In addition, The Princess Royal has graciously consented to continue her long association with the Naval service in the rank of Rear Admiral."

## Chariots of fire



X-Craft crews and Charioteers of the wartime 12th Submarine Flotilla gathered at the Royal Navy Submarine Museum on the 50th anniversary of Operation Source — the action in which the midget submarines crippled the battleship Tirpitz in Kaa Fjord, Norway.

Thirty-nine of their colleagues died in operations that included leading the D-Day invasion fleet to Sword and Juno beaches. Among the Flotilla's many decorations were four VCs.

● Left to right: Charioteers Len Berey, Bill Smith, Roland Hindmarsh and Dickie Greenland, who led attacks at Tripoli, Spetzia, Phuket and Palermo, the latter sinking the Italian cruiser Ulpio Traiano.



# OPEN-HEARTED WELCOME FOR HMS AVENGER'S TOUR DE FORCE



HMS Avenger exchanges a 21-gun salute with the Russian Kara-class cruiser Kerch flying the flag of the Black Sea Fleet.

## BLACK SEA SALUTE

Russian girls in traditional dress for Avenger's arrival in Novorossisk receive a traditional sailor's greeting from MEM(L) Sean Bowley (left), LMEM Mark Pritchard and MEM(M) Jan Chenneaur (right).



HMS Avenger has earned a coveted place in history as the first foreign warship to visit the port of Novorossisk in living memory — one of several calls she made in the Black Sea.

Her commanding officer, Cdr David Durston, presented the frigate's White Ensign to Captain 2nd Rank Aleksandr Nikolaevich Podlozhnov, commanding officer of the Black Sea frigate Bezukorizenny ("Unimpeachable").

Capt Podlozhnov then presented Avenger with his battle ensign, to which Cdr Durston responded "May you never need a battle ensign." Cdr Durston said he was profoundly

moved and knew of no other similar exchange.

Thousands of well-wishers visited Avenger every day she was alongside. Ashore there was a warm welcome for the ship's company, and an extensive programme of ceremonial marches, wreathlaying, visits to Russian ships, sightseeing and sports. British hospitality in-

cluded a pirate party onboard for local children.

Avenger's visit coincided with Novorossisk's celebration of the 155th year of its founding, the 50th anniversary of the city's liberation from the Germans during the Second World War and the 300th anniversary of the Black Sea Fleet.

### Supplies

Guests at the celebrations included representatives from foreign cities twinned with Novorossisk, including Plymouth. Avenger had carried a large quantity of medical supplies and toys provided by local hospitals in Plymouth and its townspeople for a hospital and children's home in Novorossisk. Plymouth's Lord Mayor, Councillor John Richards, travelled out to present them.

Avenger continued her goodwill visits by taking passage to the Ukrainian port of Odessa. Cdr Durston personally conveyed a message of greeting from the twin city of Liverpool and a message of friendship from Councillor Netherton, Mayor of the ship's affiliated Borough of Restormel.

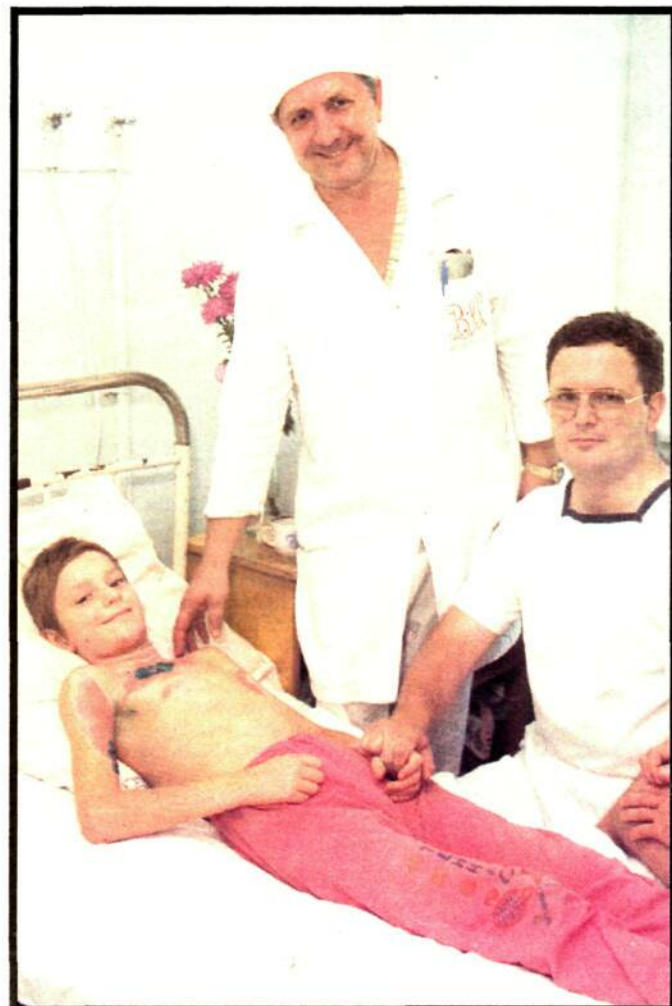
### Rumania

The visit, the first by the Royal Navy since the Ukraine became independent, ended with Avenger being waved off by Secretary of State for Defence Malcolm Rifkind from the Ukrainian Navy host ship, Slavutich.

Before her arrival at her next port of call in Constanta, Avenger took part in a short joint exercise with a Rumanian frigate, the first co-operation at sea of the two navies for many years.

So successful was the visit that it may be the springboard for another. In a message to the commander of the Rumanian Navy, Vice Admiral Angheliescu, Commander-in-Chief Fleet, Admiral Sir Hugo White, said: "I look forward to further opportunities for co-operation between our two navies."

Pictures: LA(PHOT) Tony Power  
Words: Jennifer Griffiths



A cheery word for a young patient at Novorossisk Hospital from LMA Andrew Townsend, one of the Avenger sailors who delivered medical supplies donated by Plymouth.

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# 40 years' service — with a lot of class!



First of the class — HMS Coniston. She was followed by no fewer than 118 of her kind.

WHEN they were designed they were the last word in mine counter-measures vessels, incorporating the valuable if painful experiences of a nation which had just fought a desperate conflict with an enemy well versed in the ungentle art of mine warfare.

The Coniston class — or Ton class as they came to be known — were all origi-

nally named after villages ending T-O-N. It is one of the commonest endings for English place names, and likewise the Tons became the most numerous war-ship class in the post-war Navy.

In all 118 were built, and besides providing the MCM backbone of the Service, they equipped RNR Divisions, the Fishery Protection Squadron and the Hong Kong Patrol Squadron.

Designed to counter magnetic mines —

a type which made its debut in the Second World War — the Tons had double hulls made of mahogany and were constructed throughout of aluminium alloy and other materials with the lowest possible magnetic attraction.

Although never involved in hostilities in either the Falklands or the Gulf, the Tons saw their share of action. They saw service in Malaysia and Borneo, and in 1974 Maxton and Bossington joined the glass

reinforced pl... Wilton, to form... which helped... ordnance follo... peace settlem...

Ten years la... were back in t... with Kirkliston... join a multi-na... mystery mines... Red Sea.

1953

1972



Hong Kong Squadron ship HMS Yarnton stands by the blazing liner Queen Elizabeth.

HMS Bos... clear liv...



# TONS

## Formidable new line in mine ships

IN HER first live mine countermeasures operation, deep-water hunter HMS Sandown has proved she has the longest underwater "reach" in the Royal Navy's MCM force.

Taking part in the ten-day Operation Pike off the West Coast of Scotland, Sandown showed that she could hunt and identify mines down to 200 metres at very long range — more than twice that achieved by the Hunt class.

Such immense potential has attracted world-wide interest in the class, particularly from Australia, Spain, Japan, the USA and Turkey. The ship's advanced computer system coupled with 2093 sonar and the Remote Controlled Mine Disposal System Mark 2 are proving to be a formidable combination.

Sandown (commanding officer Lieut.-Cdr. David Hosking) is a member of the Third MCM Squadron under the command of Cdr. Nigel Williams. Commissioned in 1989, she is the first operational ship of the class to which she gave her name.

Built by Vosper Thorney-

croft, the Sandowns are designed to operate in deep and exposed waters, complementing the Hunt and River classes.

Second in line, HMS Inverness, is serving with Sandown in the Third Squadron, while of the other three, HM ships Cromer and Walney were commissioned last year. Latest in the line, HMS Bridport, was due to be commissioned on November 6.

### Saudi Arabia

Two of the class have already been commissioned by the Saudi Arabian Navy. Another is due to be commissioned next year and a further three are being built for the Saudis by Vosper Thornycroft.

During Operation Pike, ships of the Third Squadron received a warm welcome when they visited Campbeltown and laid on a day at sea for local fishermen and Royal National Life-boat Institution crews. Later, the ships joined the RNLI in unusual joint warship-lifeboat officer-of-the-watch manoeuvres.

Stirring spectacle off Campbeltown as HMS Sandown leads the Third MCM Squadron in a six-ship officer of the watch manoeuvre during Operation Pike. Astern of her is her sister-ship HMS Inverness and the Hunt-class vessels HM ships Middleton, Chiddingfold, Quorn and Berkeley.

# AS SAN



1974



Bossington makes a splash during the operation to clear the Suez Canal.

1976



The Prince of Wales arrives to command Bronington.

1984



Bossington returns to the Middle East — this time to deal with mystery mines in the Red Sea, mines that had already damaged a score of merchant ships.

...stic Ton lookalike, HMS ...n a Royal Navy task force ...to clear the Suez Canal of ...owing the Egyptian-Israeli ...ent.

...ter Bossington and Wilton ...the Middle East — this time ...Gavinton and Brinton to ...ional force tasked to clear ...s in the Gulf of Suez and

The mines had been sown by an officially unknown source with the obvious intention of further destabilising the region. They had damaged 20 ships before countermeasures could be taken.

That operation was a great success for the Navy and for the Tons, but perhaps the most famous event for the class came when the Prince of Wales took command of the Rosyth-based HMS Bronington in 1976.

In that year Navy News reported in its February edition:

"Some ships achieve glory, others have glory thrust upon them... and while not wishing to 'poke Charlie' at HMS Bronington, the mine countermeasures vessel may never have come to the attention of the general public had Lieut. the Prince of Wales not been appointed her commanding officer.

"Nevertheless, Prince Charles' take-

over of command this month is a great tribute to a wonderful class of ship."

Although by that decade the Tons had already greatly diminished in number (Coniston herself had been sold for scrap in 1970), their durability is remarkable. And though the Navy is marking the departure of Sheraton and Brinton with its tribute to the class's 40 years of service, one true Ton vessel remains — HMS Nurton, while the similarly designed Wilton

continues as Dartmouth training ship.

And in far-flung parts of the world other survivors sail on. At last count South Africa was operating a few of the design, including three former RN ships — Stratton (now Kimberley), Packington (Walvisbaai), and Chilton (East London).

One of their surviving Tons, Windhoek, was built specially for them by Thornycroft in 1959.

1993

# BOW OUT



Best  
of the  
bunch'

HMS Brinton heads south from Rosyth while she was still the Royal Navy's oldest commissioned warship afloat. On her superstructure she sports her banana emblem which originates from 1974 when Lieut. Laurie Hopkins was in command.

Lieut. Hopkins (now Capt. Hopkins and former Captain Fishery Protection), noted that the Prince of Wales had his coat of arms mounted on HMS Bronington's superstructure. Not to be outdone and convinced that Brinton was "the best of the bunch", Lieut. Hopkins approached banana importers Geest who supplied a glass-fibre banana for the ship.



STREAMING long paying-off pennants, the last two Ton-class mine countermeasures vessels to be based at Rosyth pass under the Forth Rail Bridge for the final time.

HM ships Sheraton (in the lead) and Brinton were commissioned in the mid-1950s and their later careers were spent in the fishery protection role.

Although one true Ton-class vessel remains in service — HMS Nurton, the First Sea Lord and the Navy Board chose the event to record "sincere appreciation for the magnificent contribution that the 118 Ton-class vessels have made to the Royal Navy over the last 40 years."

In a personal signal to all RN units, the First Sea Lord, Admiral Sir Benjamin Bathurst, said that the Tons as minesweepers, minehunters and patrol vessels had served with distinction in many parts of the world, most notably in Malaysia, Borneo, Suez Canal and the Red Sea.

## The long goodbye

"They have been the backbone of our MCM force for many years, providing exceptional service and earning a formidable reputation worldwide.

"I wish to extend our particular thanks to those currently serving in Tons for their invaluable contribution to fishery protection duties.

"For all those who have served or been associated with the Ton class — BZ."

Among those who gave Sheraton and Brinton a rousing send-off were Flag Officer Scotland and Northern Ireland, Vice-Admiral Christopher Morgan; Commodore Minor War Vessels, Commodore Ri-

chard Moore; and Captain Fishery Protection, Capt. Christopher Morrison.

In September both ships made farewell visits to London. Berthed in the Lower Pool, the ships welcomed on board many of their former commanding officers from the past four decades.

Their decommissioning at Portsmouth on October 5 was marked by a ceremony and service at which guest of honour was Rear-Admiral Peter Abbott, former Assistant Chief of the Naval Staff and now Deputy Supreme Allied Commander Atlantic (designate).

## Sheraton under the guns

HMS SHERATON was one of the few ships left in service to carry the Battle Honours "Borneo" and "Malayan Peninsula" — both 1965.

Deployed to the Far East during the Indonesian Confrontation, her duties were to patrol the waters around Singapore and Sarawak. In May 1966 Indonesian shore batteries attempted to sink her with gunfire — but she was luckily out of range and escaped damage.

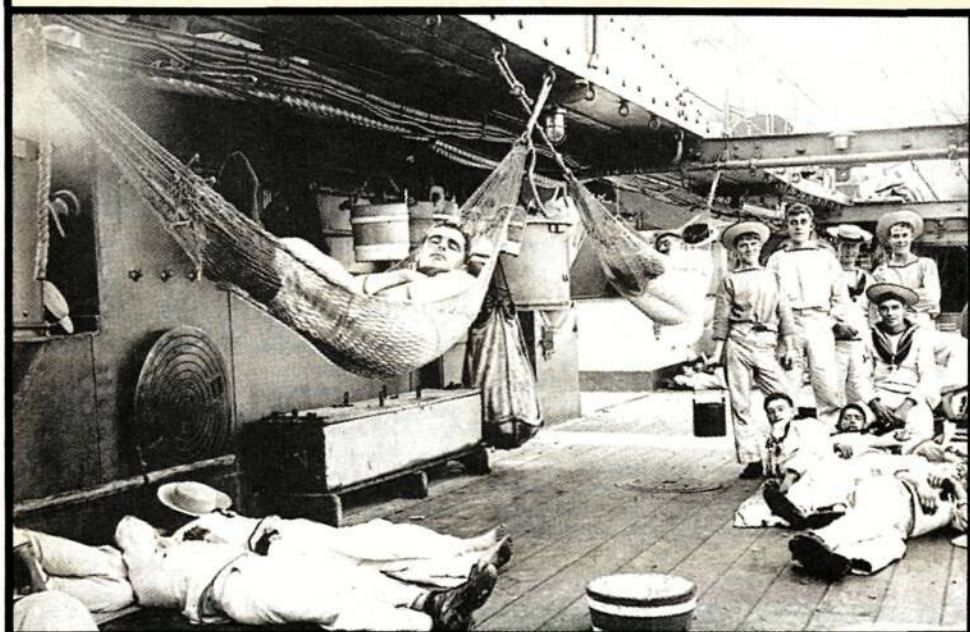
She remained in the Far East, at first in Singapore and then Hong Kong, until 1972 when newly converted patrol craft arrived in the Crown Colony.

# DOWN GOES 'LIVE'





# STUNNING SHOTS OF SAIL AND STEAM



Above: A rare informal view of sailors relaxing off duty in the heat of the Mediterranean during a commission of HMS Lancaster, c.1910. From: *Sail and Steam*, published by Viking.

THE invention of photography in 1839 coincided with the birth of an age of optimism and growth, imperial expansion and industrial development — and the literal accuracy of the camera was tailor-made to reflect its progress.

Since our maritime traditions were a source of continual pride during the 19th century, it may be argued that the surviving photographic record is the most potent legacy of just how deeply the sea has permeated every aspect of national life, from the grand spectacle of fleet reviews to the humble pleasures of seaside holidays.

The National Maritime Museum has an archive of over 250,000 photographs, the most extensive of its kind in the world and John Falconer's superb selection *Sail and Steam — A Century of Seafaring Enterprise 1840-1935* (Viking £25) is a timely reminder of the need to put more resources into the maintenance of a unique and increasingly fragile part of our heritage.

Some of the images — such as those by Herbert Ponting, of Captain Scott's last expedition — are well known, though their pin-sharp clarity, as reproduced here, has a renewed immediacy seldom encountered outside the exhibition gallery.

Even the earliest daguerreotypes — such as that of an aged Greenwich pensioner taken in the 1840s — are of surprisingly high quality. When it is realised that the subject must have been pretty well an exact contemporary of Nelson its survival is a poignant link with the high point of British sea power.

The RN, though it does not make up the major-

ity of the compiler's choice — figures strongly in this collection. Falconer has clearly been principally concerned with the human interest of life at sea, with all its attendant drama — and this is perhaps best pointed up in his 'Valediction', showcasing the remarkable career of the Australian seafarer Alan Villiers (1904-82) whose camera and writings immortalised the final era of working ships under sail.

During his first cruise in 1919, Villiers' romantic ideas may have soon been "dissipated in ferocious seasickness and the unfriendliness of a drunken crew commanded by a captain sick with cancer", but he took the advice of the mate of the *Rothsay Bay*: "Learn all you can, because they'll soon be gone."

He served with distinction as a commander of landing craft in the Second World War — which saw the final demise of the era of the great sailing ships. But Villiers carried on sailing and photographing the diminishing heritage of the world's sailing fleets to the end of his life and he left perhaps the single most important surviving documentation of the last days of sail.

A lengthy and informative text set against a stunning set of pictures given the size they deserve — thoroughly recommended.

— JFA

## Battlefield guide for the layman

MOST guides to the battlefields of Europe have been geared to military buffs with more than a smattering of knowledge of history and tactics.

D-Day and its aftermath is a particularly complex tour — so Brian Olof's easy-to-follow booklet will be a boon for the ordinary, interested visitor.

**D-Day and the Liberation of Normandy 1944**, is available from booksellers or direct from Easiguide, Dept NN, 72 Froxfield Green, Petersfield, Hants GU32 1DQ, price £4.90 plus £1 pp.

## WAR PAINT

DEREK Shapiro's magnificent painting of HMS Warspite bombarding the Normandy beaches, commissioned by RN Provost Marshal Headquarters, HMS Drake, is now available as a limited edition print. Signed by the artist, it may be obtained from St Kilda Fine Arts, London Road, Wootton Bassett, Wiltshire, at £28.50 plus £1.50 pp.



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# SOUTH AMERICAN OUTPOST OF THE ROMAN EMPIRE?

WHEN in 1976 a young diver found amphorae littering the floor of the Bay of Guanabara near Rio de Janeiro he posed an intriguing question on the discovery of the Americas — could the Romans have got there first?

It is by no means unlikely that they did. In the past century alone more than 600 vessels have been unwillingly driven across the Atlantic by contrary winds and currents and a Roman galley might easily have suffered the same fate.

When the author of *The Search for Sunken Treasure* (Swan-Hill, £19.95) had one of the amphorae (large ceramic storage jars) identified as being manufactured near Tangiers in the third century AD and marine growth on it carbon dated at up to 1,500 years old there seemed no doubt.

But Portugal and Spain expressed concern to Brazil about the possibility that the discovery would displace Columbus as the discoverer of the New World — and Cabral as the discoverer of Brazil — and the site was declared off limits.

## Archaeology

Thus politics continues to interfere with marine archaeology — as opposed to treasure salvage — which the development of scuba and other advances in underwater technology have only allowed to be studied seriously over the past 40 years.

Robert F. Marx makes the point that the most challenging problem confronting all archaeology is the accelerating pace at



Spanish gold — Belgian diver Robert Stenuit surfaces with a gold chain found on the wreck of the Armada galleon *Girona*.

which sites are being destroyed.

Until recently, most depredations were confined to the land. Today, although many significant underwater sites are looted by scuba divers, many more are obliterated by dredging and landfill operations.

It seems the careful removal of later "time capsules" such as the *Mary Rose* and the *Vasa* represent only the tip of a massive submerged iceberg of preserved history.

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— JFA

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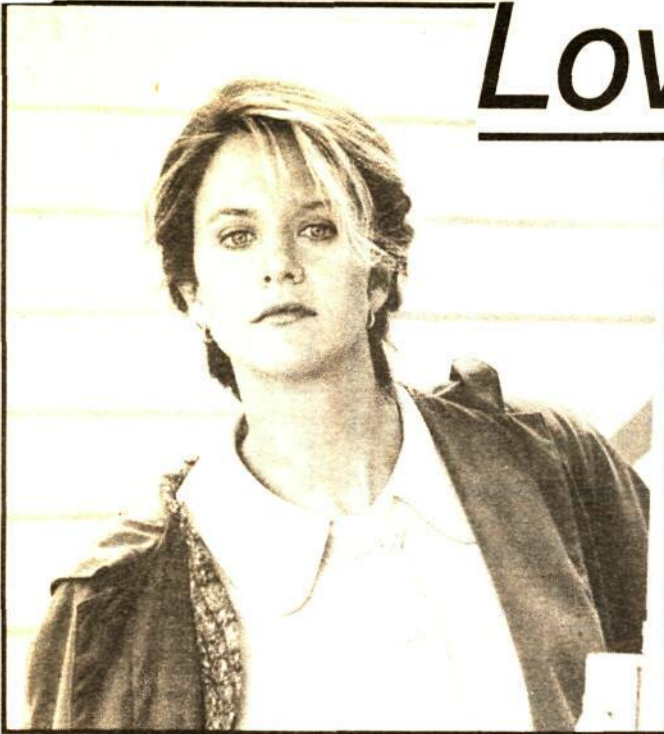
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# Love rears its pretty head



**SLEEPLESS in Seattle**, a film without car chases, gunplay or four letter words, has been a big hit in the States and looks set to have wide box office appeal in the UK. Why? The answer is simple: it is superb entertainment, well scripted and with Tom Hanks and Meg Ryan is hugely appealing.

Widower Hanks is lured by his eight-year-old son on to a national radio talk show on Christmas Eve, where he talks about how much he loved his wife. Ryan (pictured left), about to marry well-meaning but pernickety Walter, hears him and without realising it starts to fall for him.

The result is one of the most likeable films for a long time. It combines romantic comedy with a generous quota of one liners, managing to keep the balance between a chuckle and a lump in the throat. **Sleepless in Seattle** was co-written and directed by Nora Ephron, who scripted **When Harry Met Sally**.

An old Hollywood adage has it that a thriller is only as good as its villain, and in **the Line of Fire** has a very good villain

indeed. John Malkovich plays a disgruntled ex-CIA assassin who decides to carry his grievances to the extent of bumping off the President of the United States.

## Screen Scene

Taunting the authorities, popping up unexpectedly in a variety of disguises, keeping his hand in by eliminating various members of the supporting cast, Malkovich makes for a memorably eccentric miscreant.

His adversary is an increasingly grizzled Clint Eastwood (still basking in the Oscar-winning aftermath of **Unforgiven**) as a veteran of the Presidential protection force agonising over his part in what happened back in Dallas, 1963. Their out and out manoeuvrings make for an entertainingly nerve-wracking yarn.

Finally: **Dennis the Menace**. Now a Brit, especially one of a certain age, may have a hard time remembering whether Dennis operated out of the Dandy or Beano, but all

will be united in recalling the image of chunky juvenile aggression — the striped jumper, exploding hair, the catapult sticking out of the back pocket.

In the US of A, however, they have arranged things differently. Their Dennis is blond, blue-eyed, angelic looking. He's only about six, and he gets into trouble through excess curiosity rather than out of love of mischief. One hates to be chauvinistic but this Dennis-come-lately wouldn't last five minutes against our version.

Anyway, here he is, American-style, and it must be admitted that the lad is quite likable. Where the film really scores, though, is with its grown-up characters, notably Walter Matthau and Joan Plowright as Dennis's sorely-tried neighbours, and Christopher Lloyd as the sinister intruder whom Dennis, **Home Alone**-fashion, is obliged to deal with.

Amongst the latest video releases are **Distinguished Gentleman** (Eddie Murphy), **Accidental Hero** (Dustin Hoffman) and **Scent of a Woman** (Al Pacino) — all of which are highly recommended.

— Bob Baker

## Book of the Sea season

ENTRIES for the King George's Fund for Sailors Best Book of the Sea Awards must be in by December 31.

The top prize of £1,500 is made to the author of the non-fiction work published or first put on sale in the UK in 1993 that is judged to give "the most information and pleasure to those who love the sea." Two merit awards of £350 may also be made.

### Announced

To enter, publishers should send five copies to the Director General, KGFS, 8 Hatherley Street, London SW1P 2YY. Winners will be announced in March 1994.

Winner of the 1992 competition was Tom Cunliffe for "Hand Reef and Steer" (Waterline £22.95). Cunliffe also won the top prize in 1988 with "Topsail and Battleaxe".

# NAHLIN'S WINDSOR KNOTS



King Edward VIII and Mrs Simpson (turned away from the camera) on board the launch of escorting destroyer HMS Grafton during the notorious Mediterranean curise of 1936.

"... the weather had become very rough by the next morning, with Nahlin rolling considerably, much to the delight of Storrier, because Wallis was a bad sailor."

Anthony Hogg's description of King Edward VIII's notorious Mediterranean cruise with Mrs. Simpson in the summer of his brief reign is a high point of a racy but somewhat rambling memoir of the RN in the 1930s.

David Storrier, the King's detective, was clearly no admirer of the future Duchess of Windsor. He was given the captain's sea cabin in the destroyer HMS Grafton (in which Hogg was navigator), chosen to escort the Nahlin from the Adriatic to Constantinople.

At Dubrovnik the locals did their best to keep the royal party entertained — but the erstwhile 'Prince

Charming' was preoccupied. "The King did not go ashore because a motor trip into the mountains was planned for the following day."

"Instead he decided we should leave at 2200 for Corfu. Apart from the unnecessary risk in passing through the narrow passage at night, the discourtesy was inexcusable."

"We were led to believe that Mrs. Simpson had said: 'Darling, these mountains are so oppressive — I feel so boxed in.'"

Just a Hogg's Life is available from Solo Mio Books, 2 Mount Lane, Chichester at £12. — JFA

# New COs profit from a Captain's bad example

THE character of 'Honk', the supremely unlovable CO of the ironically named HMS Fortune in Vice-Admiral Sir Roderick Macdonald's wartime memoir **The Figurehead** (Pentland Press £14.50) is a chilling portrayal of "everything that a Captain should not be".

Saturnine, self-absorbed and given to making unreasonable demands without any understanding of protocols — or the necessity to brush them aside when required — and totally without charm, he might have been the model for Captain Queeg in *The Caine Mutiny*, with which this story has come uncanny parallels.

Macdonald, uniquely, did not suffer the full vent of his spleen, which might have made him unpopular with his fellow officers. It didn't. Perhaps they realised — as he himself seems to have done in retrospect — that as an untried junior he had feelings of inadequacy that mirrored Honk's own. He offered no threat to his boss's fragile ego.

Tellingly, Honk never offered him a word of praise either — though by skilfully "translating" his quixotic, sometime drunken orders Macdonald steered him away from disaster time and again.

Finally, with his refusal to report or even investigate an obviously damaged rudder, his First Lieutenant came to the conclusion that Honk was actually out of his mind.

There had been plenty of other pointers to this conclusion — Macdonald had witnessed the first, discovering him blasting his 12 bore

over the head of his steward after the man has been terrified by a near-miss by a mine during the first voyage out of Sheerness: "What would you do with a gun-shy dog?"



"What would you do with a gun-shy dog?" One of many excellent line drawings by the author of **The Figurehead** — all proceeds of which go to King George's Fund for Sailors.

But after jointly determining to put their case to the Admiral's Secretary, the members of the Wardroom got as far as knocking at the door of the "holy place". Receiving no reply, they lost their nerve and returned to

their ship, by common consent never mentioning the incident again.

It was probably just as well — they knew, too, that in harbour Honk could have "put on an impressive performance as a smartly turned-out, standard professional Dartmouth-trained Royal Naval officer, doing his utmost although hampered by a motley 'Hostilities' crew."

In any case, Fortune survived — and to command a destroyer for 16 months in war and to bring her home undamaged was no mean feat. Perhaps she was, despite her captain, a lucky ship.

Later, against all the odds, Honk wound up a hero — with his next command he won a DSC and it was reported he had become 'almost human'. This mark of favour had been all he needed to help him join the human race.

In the end, of course, you feel sorry for him: "The pathetic Honk, with so much professional training and experience under his belt, had been allocated a decision-making responsibility that he was by character and personality incapable of exercising, except perhaps as a figurehead. It was only many years later that I came to realise that he must have known this only too well himself."

He left a valuable legacy, though. His hapless junior learnt much from his woefully poor example and much later, as Captain of the Fleet, wrote a Commanding Officer's guide on how to be a good Captain. 'Your Ship' has been essential reading for nearly 20 years. — JFA

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# Notice Board

## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at November 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during October.

**CCMEAML** — Int. (25.11.91), Nil; **CCMEAL** — Int. (15.7.93), Nil; **CCMEALSM** — Int. (1.4.93), Nil; **CCMEALSM** — Int. (4.6.92), Nil; **CCWEAAD** — Int. (28.7.92), Nil; **CCWEAWD** — Int. (28.7.92), 2; **CCWEAADCSM** — Int. (28.7.93), Nil; **CCWEAWDOSM** — Int. (13.11.92), Nil; **CCAEAM** — Int. (1.5.92), Nil; **CCAEAR** — Int. Nil; **CCAEAWL** — Int. (1.9.90), 1.

**PO(EW)(O)(RS)(W)** — Int. (7.6.91), Nil; **LS(EW)(LRO)(W)** — Int. (14.7.92), Nil; **PO(M)** — Int. (14.7.92), Nil; **LS(M)** — Int. (11.2.92), 1; **PO(R)** — 253, 3; **LS(R)** — 145, Nil; **PO(S)** — Int. (17.12.92), 1; **LS(S)** — Int. (7.6.91), 5; **PO(D)** — 261, Nil; **LS(D)** — 439, Nil; **PO(MW)(O)** — Int. (14.7.92), Nil; **LS(MW)** — Int. (27.9.91), Nil; **PO(SR)** — 410, Nil; **LS(SR)** — 253, Nil; **PO(SEA)** — 276, Nil; **CY** — 324, 1; **LRO(T)** — 297, Nil; **RS** — 300, 3; **LRO(G)** — 232, Nil; **POPT** — 317, 1; **RPO** — 282, 1.

**PO(ME)(L)(GS)** — Int. (15.5.92), Nil; **LMEM(L)(GS)** — Int. (17.7.92), 3; **PO(ME)(M)(GS)** — 523, 2; **LMEM(M)(GS)** — 302, Nil; **POWEM(O)(GS)** — 209, Nil; **LMEM(O)(GS)** — Int. (16.10.91), 8; **POWEM(R)(GS)** — Int. (7.7.92), 2; **LMEM(R)(GS)** — Int. (5.12.92), 3; **POCA** — 159, 1; **POCK(G)** — 438, 3; **LCK(G)** — 95, 4; **POSTD(G)** — 597, 6; **LSTD(G)** — Int. (17.10.91), 5; **POSA(G)** — 601, 1; **LSA(G)** — 127, Nil; **POWTR(G)** — Int. (29.7.91), 4; **LWTR(G)** — Int. (11.6.92), 5; **POMA** — Int. (9.7.91), 4; **LMA** — Dry, 4.

**PO(S)(SM)(O)** — Int. (27.8.91), 4; **LS(S)(M)** — 351, 1; **PO(TS)(SM)** — Int. (25.3.92), Nil; **LS(TS)(SM)** — Int. (19.8.91), Nil; **RS(SM)** — 233, Nil; **LRO(SM)** — Int. (4.6.91), Nil; **PO(ME)(L)(SM)** — 464, Nil; **LMEM(L)(SM)** — 95, Nil; **PO(ME)(M)(SM)** — 796, Nil; **LMEM(M)(SM)** — 794, Nil; **PO(WSM)** — 381, Nil; **LOM(WSM)** — 206, Nil.

**POWEM(R)(SM)** — Int. (3.11.92), 2; **LWEM(R)(SM)** — 217, Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 168, Nil; **LSA(SM)** — Int. (18.6.92), Nil; **POWTR(SM)** — 102, Nil; **LWTR(SM)** — Int. (3.3.92), Nil; **POCK(SM)** — Int. Nil; **LCK(SM)** — 827, Nil; **POSTD(SM)** — 396, Nil; **LSTD(SM)** — 730, Nil.

**POA(AH)** — 860, Nil; **LA(AH)** — 742, Nil; **POA(METOC)** — Int. (16.7.93), 1; **LA(METOC)** — Int. (16.10.92), 1; **POA(PHOT)** — 308, Nil; **POA(SE)** — 438, Nil; **LA(SE)** — 231, Nil; **POACMN** — 445, Nil; **POAEM(M)** — 353, Nil; **LAEM(M)** — 383, Nil; **POAEM(R)** — 110, Nil; **LAEM(R)** — 425, Nil; **POAEM(WL)** — 515, Nil; **LAEM(WL)** — 636, Nil; **POAC** — Dry, Nil.

**POWREN(R)** — 247, Nil; **LWREN(R)** — 116, 2; **POWREN(RS)** — 307, Nil; **LWREN(RO)** — 244, Nil; **POWREN(PT)** — 227, Nil; **POWREN** — 153, Nil; **POWRENCK** — Int. (17.10.91), Nil; **LWRENCK** — Int. (18.2.93), Nil; **POWRENSTD** — 788, Nil; **LWRENSTD** — Int. (20.6.91), Nil; **POWRENSA** — 445, Nil; **LWRENSA** — Int. (20.6.91), Nil; **POWRENWTR** — 161, 2; **LWRENWTR** — Int. (25.2.92), 4; **POWRENWTR(G)** — 233, Nil; **LWRENWTR(G)** — Int. Nil; **POWRENMETOC** — Int. Nil; **POWRENPHOT** — Int. (1.10.91), Nil.

**POWRENAEM(M)** — 367, Nil; **LWRENAEM(M)** — 273, Nil; **POWRENAEM(R)** — Int. (7.11.91), Nil; **LWRENAEM(R)** — 339, Nil; **POWRENAEM(WL)** — 418, Nil; **LWRENAEM(WL)** — 396, Nil; **POWRENETS** — 357, Nil; **LWRENETS** — 143, Nil; **LWRENETL** — 473, Nil; **POWRENWA** — 131, Nil; **LWRENWA** — 169, 1; **POWRENDHYG** — 193, Nil; **POWRENDISA** — Int. (9.7.91), Nil; **LWRENDISA** — 112, Nil; **POEN(G)** — Int. (10.9.91), Nil; **LEN(G)** — Int. Nil; **PONN** — Int. (14.1.92), Nil; **POMA(Q)** — 101, Nil; **LMA(Q)** — Int. (10.9.91), Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

**POWREN QA** — Int. Nil; **POWREN MT** — 411, Nil; **POWREN TEL** — 1260, Nil. In accordance with DCI(RN) 37/93 all qualified female seagoers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

shire. **Linda** (32) Coventry. **Claire** (16) Newton Abbot. **Margaret** (29) Plymouth. **Julie** (28) Bognor Regis. **Cloe** (19) Hereford. **Rachel** (16) Newton Abbot. **Carol** (39) Nottingham. **Demelza** (16) Newton Abbot. **Jean** (54) Marlow, Bucks. **Julie** (34) Rochester, Kent. **Sandee** (23) London. **Carolyn** (22) Cheltenham, Glos.

**Karen** (22) Cheltenham. **Miss S.** (35) Nuneaton, Warks. **Lonnie** (20) Plymouth. **Joanna** (29) Hull. **Beverly** (30) Middlesex. **Brenda** (42) Camberley, Surrey. **Mandy** (24) Aldershot. **Stephanie** (19) Chipping Norton, Oxon. **Lesley** (32) Hincley, Leicester. **Kay** (30) Old Windsor, Berks.

**Sharon** (32) Leicestershire. **Ann** (39) Ipswich. **Cynthia** (60) Redruth, Cornwall. **Angie** (30) Cornwall. **Jade** (21) Hove. **Shirley** (37) Luton. **Lynn** (38) Stoke-on-Trent. **Claire** (23) Co. Durham. **Julie** (24) Scotland. **Tracy** (15) London.

**Lesley** (36) Somerset. **Fiona** (29) Gwent. **Susan** (45) Bournemouth. **Tracey** (18) Middlesex. **Lynn** (28) Wimbledon. **Nadeen** (17) Lancashire. **Heather** (16) County Durham. **Sharon** (31) London. **Kim** (22) Southsea. **Mandy** (29) Kent.

**Rachel** (26) Middlesex. **Lonie** (24) Leamington Spa. **Pauline** (43) Truro, Cornwall. **Amanda** (38) Chichester. **Lisa** (24) West Midlands. **Debbi** (24) Mansfield. **Joanne** (17) Co. Durham. **Tessa** (29) Fareham, Hants. **Emma** (26) Alton, Hants. **Michelle** (21) Coventry.

**Sharon** (27) St. Austell. **Miss M.** (42) Staffordshire. **Claire** (23) Kent. **Sue** (28) Cornwall. **Gina** (26) Isle of Wight. **Jill** (25) Clwyd. **Tina** (16) S. Devon. **Bev** (25) Glasgow. **Tricia** (26) Cornwall. **Paula** (24) Somerset. **Tracy** (28) Slough. **Eileen** (25) Glasgow. **Tina** (27) London. **Heather** (22) Blackpool. **Tracy** (19) Leeds. **Julia** (16) Devon. **Helen** (20) Herefordshire. **Francyne** (27) Portsmouth.

## Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

**Lynne** (38) Shropshire. **Jane** (25) Southwick, W. Sussex. **Lesley** (46) Surrey. **Helen** (28) Liverpool. **Alison** (19) Edbaston, Birmingham. **Jennifer** (32) London. **Julie** (17) Bradford, Yorks. **Cathy** (30) Southampton. **Carrie** (29) Cornwall. **Siobhan** (25) Torquay.

**Pauline** (42) London. **Christine** (23) Maidstone, Kent. **Angie** (31) London. **Natalie** (18) London. **Wendy** (25) Doncaster, S. Yorks. **Ann** (36) Kent. **Sharon** (30) Cleveland. **Maureen** (39) Suffolk. **Linda** (28) Kent. **Louise** (16) Hull.

**Lynne** (39) Southsea. **Ann** (42) Exmouth. **Judith** (23) Carlisle. **Sarah** (15) Cambridgeshire. **Amanda** (26) Buckinghamshire. **Jill** (16) Northants. **Carly** (23) Bucks. **Sharon** (24) Sheffield. **Paula** (35) Essex. **Val** (35) Northumberland.

**Margy** (24) Southsea. **Lynne** (32) Deeside. **Donna** (23) Bradford. **Beryl** (50) Bristol. **Sharon** (26) Isle of Wight. **Jain** (18) Middlesex. **Rachel** (21) Taunton, Somerset. **Rosemary** (22) Gloucester. **Gloria** (34) Cumbria. **Julie** (35) Scunthorpe.

**Helen** (19) Suffolk. **Sharon** (24) West Midlands. **Maria** (25) Bucks. **Susan** (21) Shaftesbury. **Julie** (37) Southsea. **Gillian** (18) Ipswich, Suffolk. **Kerrie** (21) Manchester. **Lorraine** (25) Essex. **Samantha** (24) Essex. **Debra** (35) Somerset.

**Tanya** (21) Somerset. **Marie** (27) Liverpool. **Nicole** (28) Brighton, Sx. **Ann** (33) Isle of Wight. **Moir (37) Morecombe, Lancs. **Margaret** (29) Devon. **Brenda** (16) Newton Abbot, Devon. **Debbie** (30) Bradford, York-**

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## Appointments

REAR-Admiral Roger Lane-Nott succeeds Vice-Admiral Toby Frere as Flag Officer Submarines and COMSUBEASTLANT in December.

### APPOINTMENTS

Rear-Admiral N. J. Wilkinson, Joint Services Defence College Greenwich as Commandant, Mar. 31, 1994.

Capt. B. B. Perowne, as Commodore Clyde, February 25, 1994.

Capt. K. A. Johnson, Drake in command October 12 and to become ComDevonport April 1, 1994.

Lt. Col. J. Q. Davis, RM Poole in command, February 3, 1994.

Cdr. M. Anderson, Talent in command, December 1.

Cdr. A. A. S. Adair, Nelson Whale Island as OIC, March 4, 1994.

Lieut.-Cdr. R. J. Ormshaw, 815 OEU Osprey in command, March 3, 1994.

Lieut.-Cdr. J. J. Ovens, Quorn in com-

mand, April 1, 1994.

Lieut.-Cdr. H. P. J. Deuxberry, Heron Flight in Command, February 1, 1994.

Lieut.-Cdr. P. S. Doynne-Ditmas, 845 Squadron in command February 14, 1994.

Lieut.-Cdr. S. N. C. Field, Sandown in command, February 22, 1994.

Lieut.-Cdr. F. W. Roberston, 846 Squadron in command, March 15, 1994.

## Awards

RECENTLY announced awards for service in Northern Ireland include:

Mentioned in Despatches: Cpl P. A. Simcox, RM; Sgt P. E. Hadley, RM; Lieut.-Cdr. G. D. Niven.

## Swop Drafts

**AB(R) Fenwick**, JOSIC Northwood ext. 7859, drafted HMS Gloucester in Nov. Will swop for any southern shore base or ship not deploying.

**AEM Timmins**, 810 NAS, RN air station Culdrose, drafted 707 NAS HMS Heron in Feb. to join 845 NAS in May. Will swop for any Culdrose front line draft.

**LA(AH) Jones**, RFA Argus, drafted RN air station Culdrose in Jan. Will swop for any front line Cdo. Squadron or Yeovilton billet.

**CK Sharkey**, HMS Invincible. Will swop for Devonport-based Type 22, deploying or not, but other swops will be considered.

**WRO Cook**, HMS Collingwood, drafted HMS Ark Royal in Feb. Will swop for any Plymouth-based ship, deploying or not.

**LAEM(R) Graham**, 819 NAS, HMS Gannet ext. 331. Will swop for 845 or 846 NAS.

**WRO(U) Loynes**, COMMCEN Northwood ext. 5501 (before Nov. 8, afterwards contact HMS Collingwood), drafted HMS Ark Royal in Feb. Will swop for any smaller ship.

**RS West**, MCCIS Computer Room, Northwood ext. 59161 or 7914, drafted JCUI Feb. — June 94, HMS Gloucester Oct. 94 — Dec. 95. Any swops considered.

**WEM(O)1 Dunphy**, 3G Mess, HMS Coventry, drafted HMS Collingwood in Dec. Any shore draft considered.

**STD Copeman**, HMS Dolphin ext. 41155, drafted HMS Gloucester in Jan. Will swop for any Portsmouth or south coast ship, deploying or not.

**SA Piesse**, HMS Daedalus ext. 4297. Will swop for any non-FAA base.

**LCK(C) Young**, Wardroom Galley, HMS Cochrane, drafted HMS Fearless in Dec. Will swop for any Faslane or Rosyth-based ship.

**LWRO(U) Monkcom**, HMS Neptune ext. 6310. Will swop for any south of England billet.

**LRO(G) Natrass**, Pitreavie ext. 4269, drafted CFP Relief Pool, Rosyth in Jan. Will swop for any big ship (applicants must be small ships trained).

**LRO(G) Wicks**, JCC Northwood ext. 226, drafted HMS Illustrious in Jan. Any swop considered (Plymouth or Falklands preferred).

**LMEM(L) Hodgson**, HMS Sandown. Will consider any ship, deploying or not.

**LWEM(R) Lee**, HMS Illustrious, drafted in POWEM(R) billet to FMRO, North Corner Group, Portsmouth, in Jan. Will swop for any POWEM(R) billet in the Devonport area. Contact evenings Plymouth 481143.

**WRO(U) Williamson**, RN air station Culdrose, ext. 2159/3602, drafted HMS Illustrious in Jan. Will swop for any shore base.

**AB(M) Briffa**, HMS Cambridge ext. 77411, drafted SNONI in Jan. Will swop for any Plymouth-based ship or shore establishment.

**SA Prosser**, North Corner Group, Portsmouth Naval Dockyard, ext. 25014/24174, drafted HMS Cumberland Nov. 16. Will swop for any Portsmouth-based Type 42.

**E. Bingham CBE**, Surgeon-Capt., last surviving holder of a Polar Medal with three clasps. Took part in the British Arctic Air Route Expedition to Greenland (1930-31), British Graham Land Expedition (1934-36) and commanded the Falklands in HMS Vanguard, Mountbatten's flagship in the Med. Retired 1957. Aged 92.

**F. Downer**, Capt. First Lieutenant in HMS Nasturtium. Mentioned in Despatches after sinking U-556. Commanded HMCN Chilliwick and later HMS Northern Spray during defence of convoy ONS5, the turning point in the Battle of the Atlantic in which eight U-boats were sunk. Awarded DSC after providing seaward anti-submarine defence for D-Day. Aged 79.

**D. Turner MSM**, WO(Phot).

**P. Freddi**, RN Elementary Flying Sqn. RAF Topcliffe. Aged 60.

**K. Northcott**, ex-CCWEA. Served 1969-92. Ships included HMS Cleopatra, Kent and submarines Dreadnought, Sealion and Unseen.

**J. J. Gould**, ex-LS. Ships include HMS Renown and Roebuck. Aged 70.

**R. H. Doe**, ex-LTO. Boy 1st class in HMS Ark Royal. Other ships included HMS Petard, Middleton and Vanguard. Aged 71.

**E. Baines**, Lieut.-Cdr. Won DSO in command of HMS Bramham during Pedestal Convoy to Malta. Mentioned in Despatches in command of HMS Tallybont at D-Day. Also commanded HMS Kimberley and Gabbar, Aged 80.

**R. V. Archard**, Lieut.-Cdr. Ships include HMS Venerable and Dainty. Member of HMS Dainty Families Association.

**J. McInroy**, ex-Stoker. HMS Cavalier. Aged 58.

## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in October:

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS) — C. J. Allan (Victory), E. J. Kearney (Neptune).

### (COMMUNICATIONS GROUP)

To CRS — K. R. Bentley (Collingwood), A. L. Davies (St. Vincent).

### (SUPPLY AND SECRETARIAT)

To CPOST — M. J. Robbins (Illustrious), J. M. Woodley (Seahawk), D. J. Whitfield (Cochrane), G. Steel (Endurance), G. K. Easter (Britannia), D. J. Bond (Britannia).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the

following promotions to chief petty officer artificer which were made by commanding officers in September.

**ACPOST(A)** — N. Betts (Boxer), A. L. Hill (London).

**ACPOST(L)** — S. Foster (Boxer).

**CPOMEA** — R. P. Bennett (London), D. J. Burgin (Victorious P), K. Burke (Sultan), I. D. Jary (Splendid), P. A. Whitfield (Talent).

**ACPOEWA** — D. Malia (Spartan), S. N. Rutter (Sultan).

**CPOAEA(WL)** — A. C. Harris (RNAS Culdrose), A. D. Laney (Ark Royal), P. Wake (RNAS Culdrose).

**CPOAEA(M)** — B. C. Landeryou (RNAS Yeovilton), S. J. MacLaren (RNAS Culdrose), A. J. Slade (RNAS Culdrose).

**CPOAEA(R)** — S. F. Lambert (815 Flt 239), M. W. Seabrook (845 Sqn).

**CPOWEA** — A. R. Cadman (Flt. Eng. Wl), R. J. Collick (FOSF FMG), P. S. Garstang (Exeter), P. M. Gord (Flt. Eng. Wl), C. J. Gore (Scylla), N. D. Lee (Dartmouth BRNC), R. P. Mills-Hicks (Brave), C. D. Rogers (Defiance FMB), D. G. Summers (RNR London), R. J. M. Todd (Neptune NT).

**ACPOWEA** — A. C. Boswell (MOD DGWS Ptsmth), K. G. Briggs (RNSLAM), G. Eaton (Victorious P), M. N. Evans (Sceptre), S. J. Gray (Lancaster).

**ACPOMT** — D. F. Weston (Neptune).

**ACTING CHARGE CHIEF ARTIFICER**

Authority was issued by HMS Centurion in October for the following ratings to be promoted to acting charge chief artificer:

To ACCWEA — G. Brennan (Illustrious), K. G. Radcliffe (RNH Plymouth).

To ACCAEA — P. J. Prager (Heron).

**ROYAL NAVAL ASSOCIATION**

The deaths are reported of the following shipmates:

**L. Linge**, South Liverpool. Aged 75.

**A. Gosden**, Ferndown. Ships include HMS Indomitable. Served 1939-46. Aged 73.

**F. W. Yates**, ex-Signalman, Hanworth. Member HMS Sheffield Association. Aged 65.

**T. Fitzsimons**, Aldenham. Survivor HMS Prince of Wales.

**S. Thompson**, H. Cutts, A. Morris and R. Woolgar, Chesterfield and District.

**C. H. Gower**, Stratford-up





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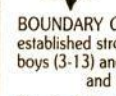
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# BRITS HELP STEER A NEW COURSE FOR SACLANT

FROM Nato's only headquarters in the New World a small Royal Naval party is playing a key role in reforging the Alliance's response to the challenges and crises stemming from the collapse of the old world order.

In Norfolk, Virginia, 27 RN officers and seven ratings make up almost 10 per cent of the staff of the Supreme Allied Commander Atlantic (SACLANT), Admiral Paul David Miller USN.

With the RAF and military personnel representing 13 nations at the maritime HQ, they are breaking down the barriers and traditions built up during 45 years of Cold War.

SACLANT's long established task is to prepare defence plans,

conduct joint exercises, determine the composition and strength of units and advice Nato authorities on strategic requirements.

In addition there is now a new military co-operation programme spearheaded by SACLANT's British Deputy, Vice Admiral Sir Peter Woodhead. As part of that initiative he has already visited former Warsaw Pact nations Rumania and Bulgaria and the now independent Baltic states of Estonia and Lithuania.

In the new year he is scheduled to call on Albania, once the most hard-line of all Communist countries but which last year, as a democracy, was visited by a Royal Navy warship for the first time for more than half a century.

In SACLANT's three divisions — Operations, Support and Plans and Policy — the RN contingent is making a valuable contribution to ensure the future of the Alliance.

## Streamlining

Emphasis is placed on improving command and control and development of an effective doctrine co-ordinating land and sea operations in the Command's 12 million square mile sea area.

As part of the streamlining the title of Commander-in-Chief Channel (CINCHAN) disappears next year, leaving SACLANT and Supreme Allied Commander Europe (SACEUR) as the Alliance's only major commands.

One of the most visible, front-line indications of SACLANT's response to changes in global security is the continuing presence in the Adriatic of Standing Naval Force Atlantic (STANAVFORLANT) where it is under the operational control of SACEUR. STANAVFORLANT, including Britain's current contribution to the squadron, HMS Beaver, is working closely with the many other Allied ships enforcing the UN embargo in the waters off former Yugoslavia.

While the tasks of SACLANT staff may be more challenging now than at any time in the past, the rewards are high for those who are appointed or drafted to the world's largest naval base. Among the benefits are the close, international friendships which are formed and the opportunity for cultural exchange which is encouraged by the command.

Most who serve there regard themselves unashamedly as the hard-working, but lucky few.

CENTURIES ago some of the first British migrants to America chose to settle in the vast Chesapeake Bay on whose Virginian shoreline Norfolk now stands. Today in the same place British seafarers are once more playing a major role in changes and developments that will also take their place in history ...



Nato circle — Members of the Royal Navy and Royal Marines staff of SACLANT with Vice Admiral Sir Peter Woodhead, Deputy SACLANT, in the foreground.



*The wounds that don't show*

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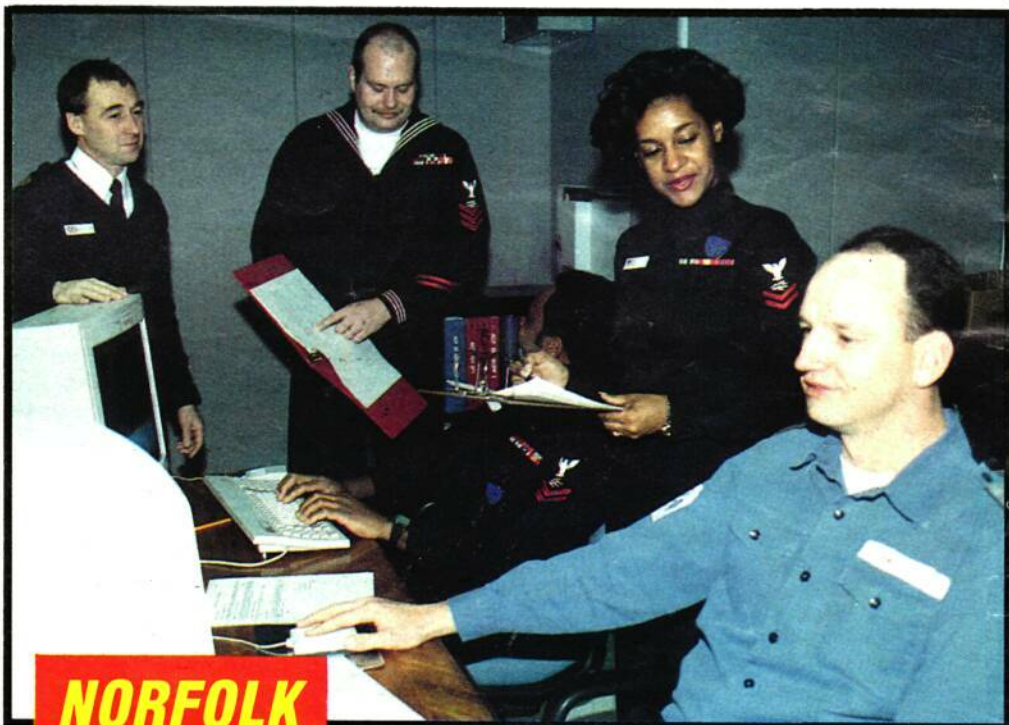
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**NORFOLK  
SIGNALS  
CHANGE**

International communications ... CRS Keith Eccleston (left) and LRO(T) Duncan Spence in the foreground work closely with their US Navy colleagues at SACLANT headquarters. They are part of a military organisation drawn from 13 Nato countries which is now urgently reshaping its role within a rapidly changing world.

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## Splendid time in Devonport

A PIECE of "splendid" cake-cutting by AB Jason Smedley and Mrs. Jane Hibbert, wife of HMS Splendid's commanding officer, Cdr. Nigel Hibbert, at the submarine's rededication ceremony in Devonport.

The last of the Swiftsure class, HMS Splendid is undergoing sea trials before returning to Devonport for the last time as a member of the Second Submarine Squadron. In January she joins the newly-formed First Submarine Squadron in Faslane.

# LAST OF THE MECH-ICANS



HMS Cornwall's current deployment in the Far East gave rise to the gathering of the last full complement of Weapon Engineering Mechanics, pictured left, to serve on board.

As well as this "historical" last, the Type 22 also claims a first — the WE Department is thought to be the first ship to commence Warfare Branch Developing.

The photo of her WEMs was taken shortly before HMS Cornwall entered Penang, Malaysia, for a period of maintenance and well-earned "R and R".

## Phoenix rises again

OUT of the ashes of the old NBCD Training School, at Matapan Road, has risen a new unit at Whale Island which was officially opened this month by CINCPACVHOM Admiral Sir John Kerr.

New training facilities include a Damage Control Instructional Unit (DRIU), similar to HMS Raleigh's DRIU, a 20-work station computer-based trainer, a Command and Control Simulator, a Protection Unit with representative

cleansing stations and still to come, in 1997, the new propane gas Firefighting Units.

● Left: Cdr. Richard Albery (Commander NBCD) accepts the keys of the new NBCD School from Cdr. James Molloy (Relocation Project Officer).

● Below: Members of the last ISSC course conducting monitoring training in the old PTU.



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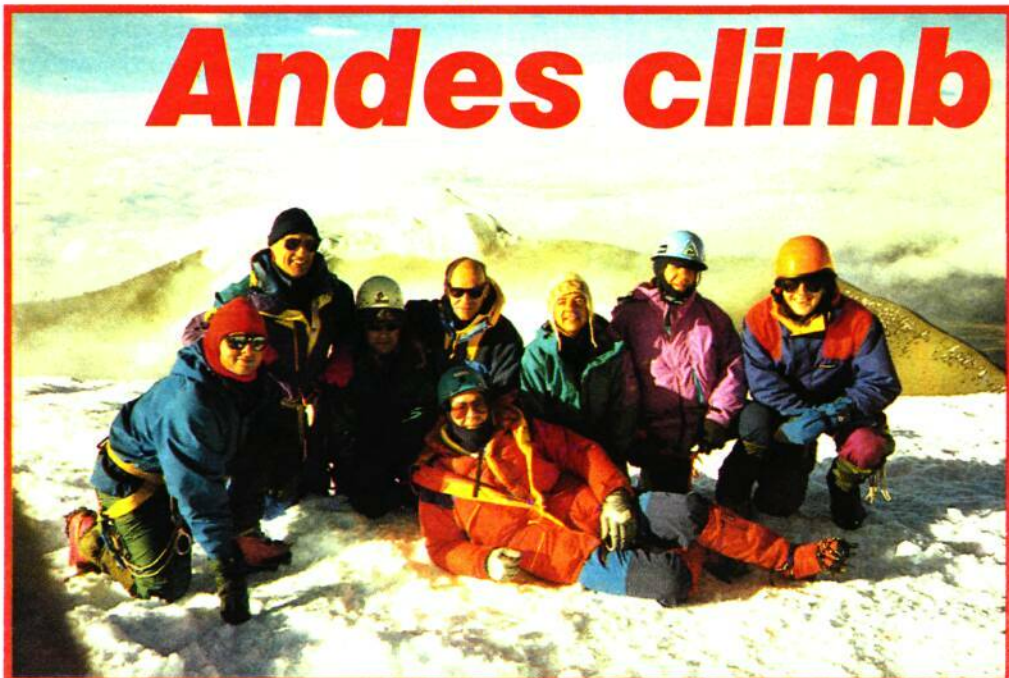
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## Team peaks during

## Andes climb



EXPEDITION leader CPO Les Yeoman, from FOSF NBCD Training Team, takes it lying down after his ten-man team successfully scaled Mount Cotopaxi.

The world's highest active volcano (19,700ft.) was one of five Ecuadorian peaks climbed during their two-week mountaineering expedition in the Andes.

Other team members included (from left) AB Phil Walton (HMS Bulldog), WO Steve Lawson (FOSF), Dave Geeson (MOD), CPO Dave Warman (HMS Bulldog), LMEM Chris Turton (HMS Neptune), Lieut. Richard Kendrick (HMS Raleigh) and Sub-Lieut. John Craig (HMS Battleaxe).

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# At Your Service



## Reunions

**Whitbread Combined Services** reunion and ball will be held at the Crewe Campus of Crewe and Alsager Faculty on April 16. Details from Mr J. G. Davies, 6 Mavor Court, Flag Lane, Crewe CW1 3BL (tel. 0270 257092).

**HMS Bellona** reunion will be held at the Victory Club, London on March 12. Details from Arthur Willis, 83 Briar Rd., Shepperton, Middx. TW17 0JB (tel. 0932 564383).

**HMS Barham Survivors' Assn.** will hold a wreath-laying ceremony and memorial service in Westminster Abbey on Nov. 20. Details from Percy Cullum on 0903 263350.

**HMS Griffin 1939-42 Old Hands' Assn.** will meet at the Union Jack Club, Waterloo following the HMS Barham memorial service (see above) on Nov. 20. Details from Stan Deighton on 0734 429297.

**412 King's Squad RM (Aug. 1942-June 1943):** Any survivors interested in a reunion contact Alan (Lofty) Ware, 10 Woodfall Close, Little Neston, South Wirral L64 4EA (tel. 051 336 4386).

**RN Shipwright Artificers Assn. (Ports-mouth Branch):** The AGM will be held in the WOs' and SRs' Mess, Whale Island on Dec. 7. Please forward names to Jim Lovridge on 0703 848042 to arrange security clearance.

**HMS Auckland, Tobruk 1941:** Shipmates are requested to assemble at the Main Gate, Duke of York Barracks, Chelsea on Nov. 20. Details from Jim Bennett on 0705 379730.

**HMS Caledonia, RNATE Rosyth, 1945 Grenville Division, Artificer Apprentices:** Any classmates interested in a 50th anniversary reunion contact Bob Tyler, Lowden House, High St., Shirrell Heath, Hants. SO3 2JH (tel. 0329 832632).

**HMS Slinger (1943-46):** Any former shipmates interested in attending a reunion next year contact Richard Brooke, Hollow Lane, West Raynham, Fakenham, Norfolk NR21 7ET.

**HMS Aurora (1940-44)** will hold a reunion at The Royal Sailors' Home Club, Portsmouth in March/April. Details from Harry Jones, Ty Hanni, 9 Glean Yegithin, Talpott, Gwynedd LL43 2BB (tel. 0341 247560).

**HMS Dido** held their last reunion and farewell dinner at the Moat House Hotel, Bolton on Sept. 11 — 150 shipmates attended and the evening was a great success. Further details from A. G. Brochie, 1 Nourse Dr., Headham, Kings Lynn, Norfolk PE31 7SD.

**RNCCA:** The next meeting will be held in HMS Collingwood on Nov. 20. Details, enclosing s.a.e., from Tony Beasley, 83 The Causeway, Petersfield, Hants. GU31 4LJ.

**HMS Laforey (1941-44):** The final official reunion to mark the 50th anniversary of the ship's loss will be held at Northampton on March 26-27. Details from Arthur Jones, 10 North Close, Wade Court, Havant, Hants. PO9 2TE.

**8th Destroyer Flotilla Assn.** will hold their next reunion in Scarborough on Sept. 7-10. A committee meeting and mini-reunion will also be held at The Rockingham Arms Hotel, Doncaster, on Feb. 19. Details from Eric Mulliner, The Bungalow, Selehurst, Lower Beeding, Horsham RH13 6PR (tel. 0403 891556).

**23rd Destroyer Flotilla** will hold their fifth

reunion in the WOs' and CPOs' Mess, HMS Nelson. Details from Billy Swift on 0705 591032.

**Keppel Entry, Aircraft Artificers, 1944:** A 50th anniversary reunion is being arranged for Aug. 27, 1994. Details from Tom Hollands, 33 Eveleigh Rd., Farlington, Portsmouth PO6 1DJ (tel. 0705 377378).

**HMS Frobisher Assn.:** Members who attended the last reunion in HMS Drake would like to thank staff and shipmates C. Connelly and John Dale for a successful and enjoyable time.

**Algerines Assn.** will hold their 10th reunion in Portsmouth on May 13-15, 1994. Details from George Patience, 48 Rowsley Ave., Hendon, London NW4 1AJ (tel. 081 203 3866 or 0202 875707).

**HMS Woodbridge Haven, Mediterranean Commission, 1955-57:** A reunion has been arranged for 1994. Shipmates are requested to contact the following: Mr D. E. Holloway, 0379 388204 (Engineer Officers), David Bishop, 0983 81207, Ken Tanner, 0273 597512 or Bomber Brown, 0273 596039 (Stokers).

**RN VADs:** The next reunion will be held in Winchester on Dec. 4. Tel. Eileen Carter on 0705 465404 for further details.

**HMS Attacker, Sqns. 879 and 886:** The third reunion will be held in Birmingham. Details from R. Phillips, 243 Kempshott Lane, Basingstoke RG22 5NB (tel. 0256 21678) — s.a.e. appreciated.

**HMS Scylla:** All officers, or ratings subsequently promoted to officer, who served in HMS Scylla, are invited, with their partners, to attend a decommissioning cocktail party at South Railway Jetty, Portsmouth Dockyard at 1830 hrs. on Dec. 13. A small charge of £5 per head will be levied with cheques, made payable to Public Sub. Account HMG 1037, to be forwarded to the Supply Officer, HMS Scylla, BFPO 381, stating when and in what capacity you served on board.

**HMS Tynedale:** The 50th anniversary weekend will be held in Hexham, Northumberland on Dec. 11-12. Anyone interested in attending who has not already contacted the organisers is asked to get in touch with Janet Goodridge, Museums Officer, Tynedale Council, Hexham, Northumberland NE46 3NH (tel. 0434 604011).

**FAA FGC, 1974,** will hold a reunion in HMS Daedalus on Jan. 15. Details from Lieut. Tony Wiffen on 0705 550143 ext. 4609 or the FAA FGC Office ext. 4112.

**HMS Fisgard, 1964:** All ex-apprentices who are interested in attending a 30th anniversary reunion in 1994 contact M. Bell, 68 Glenheim Cres., Ruislip, Middx. HA4 7HB (tel. 0895 675156) enclosing s.a.e.

**HMS Cavalier RNR:** Former ship's company are invited to attend a farewell function in Portsmouth on Jan. 29 to commemorate the closure of HMS Southwick in March 1994. Anyone interested should send a s.a.e. for details to Executive Officer, HMS Southwick, HQ Reserve RNR, Ft. Southwick, Nr. Fareham, Hants. PO17 6AU.

**HMS Cavalier Assn.** will hold 50th birthday celebrations in South Shields on Aug. 26-29. Anyone interested in attending should contact Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel. 0752 768201).

**North Russia Club** will hold their Christmas lunch in the WOs' and SRs' Mess, HMS Drake on Dec. 8. Details from Peter A. Skinner, The Anchorage, Burscott, Clovelly, Bideford EX39 5RR (tel. 0237 431481).

**HMS Speaker:** The 50th anniversary celebrations will start with a service in St Margaret's, Westminster, and be followed by a reception in Speaker's House. Send an s.a.e. to Neville Jones, 2 Trinity Close, Burnham-on-Sea, Somerset TA8 2HH (tel. 0278 785905).

**Saint Barbara Assn.:** The annual dinner will now take place in HMS Dryad on May 27 and not as originally advised in the 1993 newsletter. Any enquiries should be sent to The Secretary, Saint Barbara Association, HMS Dryad, Southwick, Fareham, Hants. PO17 6EU (tel. 0705 210522 ext. 4356).

**HMS Tenby (1968-73):** Next year's reunion will be held in Tenby. Details from Jeff Mays on 0344 59368.

**HMS Venerable Assn.** will hold the eighth reunion dinner at the Great Barr Hotel, Birmingham, on March 19. Details from Bas Redfern, 64 Coppice Rd., Talke, Stoke-on-Trent ST7 1UA (tel. 0782 784876).

## FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

Success in the battle against the U-boats continued — 19 U-boats were sunk in return for only 29 merchant ships of 144,000 tons. Of these ships, the majority were sunk in the Mediterranean.

Cruisers and destroyers were busy supporting the land battle in Italy. The unsuccessful operation to occupy the Dodecanese, inspired by Churchill, was drawing to an unhappy close as the Navy did its best to evacuate the troops. Losses continued in the face of German command of the air.

Principal events included:

- 1: HM ships Active, Fleetwood and Witherington, with two RAF Wellingtons, sank U-340 in the Gibraltar Strait.
- 2: HMS Aldenham and Greek ship Miaoules bombed Kof.
- 3: HM ships Kite, Starling and Woodcock sank U-226. Starling and Wild Goose later sank U-842 in the N. Atlantic.
- 4: HM ships Grenville, Tumult, Tyrian and Polish Ship Piorun bombed enemy positions in the Gulf of Gaeta in support of 5th Army.
- 5: RAF Fortress sank U-707 in N. Atlantic.
- 6: HM ships Beaufort, Faulknor and Greek ship Pindos bombed Kof. HMS Rockwood attacked by German aircraft, hit by glider bomb which failed to explode, but she was damaged beyond repair.
- 7: HMS Dulverton damaged by German glider bomb, sunk by HMS Echo. HM submarine Taurus sank Japanese submarine in Malacca Strait.
- 8: RAF Liberator sank U-280 in N. Atlantic.
- 9: HM sloop Chanticleer damaged beyond

**HMS Olympus, May 8, 1942:** Sgt. J. A. Butterworth, QRH LAD REME, BFPO 38 would like to hear from anyone who served with AB Frank Trueman killed while serving in HMS Olympus.

**HMS Bickerton:** A. L. Hammond, 33 Goat Street, St David's, Dyfed SA62 6RF would like to hear from old shipmates. Those not already in contact can send for a list of names and addresses of survivors.

**HMS Lock Quich (1949-53):** Mr. G. Harrison, 16 Haxby Road, York YO3 8JX (tel. 0904 634714) would like to hear from old shipmates — already in contact with ABS Stan Houlden and Pete Nickson and STK John Watson.

**HMS Nairdoi (1942-46):** Mrs. P. Jacobson, 8 Logan Court, Clear Mountain, Queensland 4500, Australia would like to hear from former Wren Edith Annie Kershaw.

**HMS Protector (1963-65):** Brian Gilbert, Mill Cottage, Nimmer Mill, Nimmer, Somerset TA20 3AD (tel. 0460 66771, fax. 0460 68046) would like to hear from old shipmates from the Stokers Mess, in particular his best man ex-POSTK Tom Brewster.

**HMS Collingwood, 1943:** A. D. Mayo,

Naval Association of South Africa (Natal), S.A.S. Inkonkoni, PO Box 1005, Durban 4000, Natal, RSA would like to hear from old shipmates.

**RML 496, ML 2593, HM ships London-derry and Waterside (1957-59):** Nosmo King (tel. 0707 33756) would like to hear from old shipmates, in particular Tony Gunstone, Phil Hampton and Jan Kidd.

**HMS Royal Arthur, 463 Class:** Edward Munday, D3 Ward, RNN Haslar, Gosport, Hants PO12 2AA would like to hear from former classmates.

**HMS Amethyst:** Mr. N. E. Buck, 11 Kingsway, Dovercourt, Essex CO12 3AB would like to hear from Chief Coxswain Nichols, the first man injured when the ship's wheelhouse was hit by Chinese fire.

**HMS Royal Arthur (Class 215, June 1943), French trawler Andre et Lewis, BYMS 2240 and ML 341:** Colin Barnes, 97 Victorian Road, Fulwood, Preston, Lancs. PR2 4NL would like to hear from old shipmates.

**HMS Collingwood, 1950s:** Peter Hyde, 26 Tozer Way, Chichester, West Sussex PO19 4LG, would like to hear from Peter Sayers.

**HMS Laforey (1941-44):** (See reunions column) Arthur Jones, 10 North Close, Wade Court, Havant, Hants PO9 2TE (tel. 0705 483331) would like to contact ABS W. Ayles, G. E. H. Collett, J. Cronin, V. Neville, F. Proud, M. Read, A. Sheridan, F. Smith, L. J. Smith, A. Washington, E. Webb and R. White; LStk S. Fenton, Stks E. Glasgow and A. Hunwick, LS R. North, STD E. Wood and Lieut.(E) R. C. Sumner with view to a reunion.

**HMS Hound:** C. A. (Bungy) Williams, 24 Barryfields, Shalford, Braintree, Essex CM7 5HJ (tel. 0371 850806) would like to hear from old shipmates.

**Stonecutters Island W/T Station (1960-62):** Phil Waite, 16 Ibundale Lane, Sleights, Whitby YO22 5DP (tel. 0947 820314) would like to hear from Harold and Betty Rimmer, Ron and Gill Day, George and Phyllis Smith, Nick and Yvonne Carter, Steve and Gloria Buchanan, Reg and Linda Webb, Roy Sands, Sam McEwan and Wally Walton.

**Stockhead Naval Camp, 1942:** Ex-AB Edward John Brown, 2/613 Beach Road, Rotherham, Salford, Braintree, Essex CM7 5HJ (tel. 0371 850806) would like to hear from Charles A. Box, of Bournemouth.

**598 Squad, RM:** Ken Weldon, PO Box 1300, Hamilton, New Zealand, would like to hear from old squadmates.

**Resident Naval Officers' Staff, British Consulate, Shanghai (1947-48):** Ex-POWTR Derek Davis, 59 Eastern Avenue, Swindon, Wilts SN3 1AE, would like to hear from old shipmates — he is already in contact with Sig. Jack (Nobby) Clarke.

**HMS Belfast, Far East Commission (1961-62):** A. Hubbard, The Flat, The Veterinary Surgery, Gardner Road, Guildford, Surrey GU14 4PG, would like to hear from Albert Eades, George Cockburn, Dave Stevens, Marcus Powell, Slim Muckleston, Brummy Quinn, Tansy Lee, Bungy M. Williams, Jumbo Giles, Bill Cater, Frank Knapper, Dave Stevens, Salt and Ginger Gifford, all of whom served with AB Stuart Hubbard. Contact A. Hubbard on 0483 66175 (after 1800 hrs), 081 667 2793 or fax 081 667 2859 (days).

**373 Squad RM, Plymouth Division (1930-40):** H. B. Collings, 4 Windermere Close, Ipswich, Suffolk IP3 0RU, would like to hear from old squadmates who served on the 338 Heavy Battery HBL CW Batt, Folkestone, June 2-July 18, 1940.

**HMS Ark Royal (last commission):** Ian Beard, Sec. of Aircraft Handlers Association, 6 Meadow Crescent, Castle Donington, Derby DE74 2LX (tel. 0332 850471) would like to hear from Fleet Master at Arms Tom Wilkinson, known affectionately as Uncle Tom by members of the branch

who served with him — last heard of living in Castle Cary, Somerset.

**HMS Loch Craggie (1944-46):** Derek Banham, 701 Stratford Road, Shirley, Solihull, West Midlands B90 4BD (tel. 021 7446205) would like to hear from old shipmates from the first commission.

**HMS Vigo (1949-52):** G. W. Browne, 272 Uxbridge Street, Burton-on-Trent, Staffs DE14 3JU would like to hear from old shipmates in particular Brum Ballard, Scouse Gerrard, Jacko and Taff Rogers.

**HMS Euryalus Association** is looking for all ex-RN and RM personnel who served in the Dido class cruiser (C42) between 1940-59 or the Leander class frigate (F15) between 1962-88. Details from Hon. Sec. HMS Euryalus Association, 3 Wellsprings Road, Longlevens, Gloucester GL2 0NL (tel. 0452 520220).

**HMS Whitty (1972-74):** Bernie Lawrence, 6 Medici, Laguna Hills, California 92656, USA, tel. 010 714 588 1821 (home) or 714 858 1877 (work) would like to hear from old shipmates Michael John Bennett and Greg Osborne.

**HMS Cape Howe (aka Prunella, June 21 1940):** A. W. Bennetts, 35 Norma St., Kenmore, Queensland 4069, Australia, would like to hear from any survivors when the ship was sunk by a U-boat.

**HMS Wakeluf (1955-56):** Leonard (George) Whittaker, 5 Truro Dr., Hartlepool (tel. 0429 870 359) would like to hear from old shipmates.

**HMS Whirlwind (1917-40 and 1944-66):** Bob Handy, 8 News Court, Menheniot, Liskeard, Cornwall PL14 3QW (tel. 0579 344127) would like to hear from anyone who served during the above-mentioned dates — please send details of rank and mess. He would also like to hear from anyone who has old photos or stories about the ship.

**HMS Cavalier (1944-72):** Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel. 0752 768201) would like to hear from old shipmates, including the Gibraltar Refit Party, with a view to attending the Cavalier's 50th birthday celebrations next year (dates to be arranged).

**RN Provost Andrew (Jock) Anderson:** Mrs. G. A. Sherman, 12 King George Road, Portchester, Hants, would like to hear from anyone who knows the whereabouts of the above-named.

**HMS Mercator, Freetown (1943-45):** Mr. E. Smith, Flat 29, Gilton House, Brislington, Bristol BS4 4LL (tel. 0272 717788), would like to hear from old shipmates, in particular LS Vickery, ABST Plum Page of the Torpedomen's Mess, and LSA Len Holt.

**HMS Arethusa (1940-41):** Mr. G. L. Money, 147 Woodcraft, Harlow, Essex GM18 6YB would like to hear from anyone who knew AB Bob Newsome killed in action in the Mediterranean.

**Royal Marines, Deception Island, Christmas 1953-54:** F. W. Alexander, 71 Ringwood Road, Southsea, Hants PO4 9JJ (tel. 0705 782926) would like to hear from anyone who served with him.

**HM ships Norwich City, Vascama, Lady Rosemary, Northern Duke and Azalea:** Sub-Lieut. Dickie Van Der Bijl, SAN, seconded to RN in 1940 on armed trawlers, is now living in Johannesburg and would like to hear from old shipmates. Contact him via Tony Bradley, RNPS c/o H. Jenkinson, 20 Springfield, Scarborough YO11 1QD.

**STK Frederick B. Harris (November 30, 1942-October 24, 1948):** Mrs. B. Paulding, 4 Pertwee Drive, Great Baddow, Chelmsford, Essex CM2 8DZ would like to hear from anyone who served with her brother.

**J. F. Clarke:** Mr. J. McGregor, 2 Cardoress Walk, Ormiston Crescent, Dundee DD4 0HL (tel. 0382 502878) would like to hear from anyone who served with Mr. Clarke in HMS Ark Royal.

## Over to You

**15th LCT Flotilla, Gold Beach, June 6, 1944:** R. C. Lane, 100 Regent Road, Leicester LE1 7DG is researching the 15th LCT Flotilla and would like to hear from anyone who served in it, particularly Mid. S. C. Smith who served in LCT 442.

**BRNC Dartmouth (1939-45):** Richard Thornton, Tara, Esher Avenue, Walton-on-Thames KT12 2S2 (tel. 0932 241993) would like to hear from anyone who was a cadet at the college (preferably someone who was near the end of his course when the war broke out) to assist him with a book he is writing.

**HMS Puckeridge, 1943:** Mrs. E. V. Lewis, 9 Rustic Glen, Grange Estate, Church Crookham, Fleet, Hants GU13 0QR would like a photograph of the ship — her twin brother was killed when the Puckeridge was torpedoed off Gibraltar in 1943.

**HMS Beverley (1941-43):** G. J. Blewett, 47 Norwood, Beverley, East Yorks HU17 9HN is writing a book about the ship and would like to hear from anyone who has photographs, anecdotes and any other information.

**HM ships Coventry, Ladas and Turquoise (1918-23):** Mrs. R. Sykes, 16 The Ridgeway, Fetcham, Leatherhead, Surrey KT22 9AZ would like to hear from anyone who served in the ships and who has photographs, cap tallies or newspaper reports.

**HMS Gambia (1942-43):** John Cannon, 31 Duchy Drive, Preston, Paignton, Devon TQ3 1HA would like information from anyone who served in the above-mentioned ship — narratives, amusing stories of the ship's company is of special interest.

**HM ships Aurora, Stalker and Catterick, 1944:** Frank Ballinger, 15 Colwestone Close, Llandaff North, Cardiff CF4 2LF would like to know which island in the Aegean the ships captured in 1944.

**RMS/HMS King Orry (3) (1913-40):** CPOMA D. Handscombe, Medical Centre, HMS Heron, RN air station Yeovilton, Ilchester, Somerset BA22 8HT is researching the history of the former Isle of Man Steam Packet and would like to hear from anyone who served in her or who has information about her relating to her peace time Merchant service or her service as an Armed Boarding vessel in the First and Second World Wars.

**HMS Hampshire, 1976:** John Lowe, 15 Hawley Close, Leigh Park, Havant PO9 5EL (tel. 0705 471848) would like to hear from anyone who has a copy of the decommissioning book. He would also like to hear from shipmates of 3A Mess.

**HMS Faulknor** Mr. G. W. Jeavons, 64 Marlborough Road, Woodsetton, Dudley, West Midlands DY3 1BL (tel. 0902 670141) has a copy of a book entitled Destroyer Leader. Anyone who served in HMS Faulknor and would like the book should contact him.

**Brunei University:** Any Brunel graduates who have not received their summer 1993 copy of Brunel Link magazine contact Sue Curley on 0895 274000 ext. 2046.

**HMS Minerva:** D. S. Jolliffe, 4 Lorne Road, Southsea, Hants. PO5 1RR would like information which may identify the installation in the Wireless Telegraphy Room in 1915 i.e. the (spark) transmitter and crystal receiver.

**HMS Rannee:** S. F. Tiffen, 2 Falconry Court, 7 Fairfield South, Kingston-on-Thames, Surrey KT1 2UR (tel. 081 549 0326) would like a copy of the commissioning book.

**MV Marnix Van Sint Aldegonde:** D. Campbell, 19 Galloway Drive, Downham Market, Norfolk PE38 9RD (tel. 0366 384913) would like to know the name of the captain of the Dutch ship torpedoed off North Africa on November 6, 1943.

**Life on the lower decks:** John L. Hammett, 32C Belsize Square, Hampstead, London NW3 4HA (tel. 071 4316678) is researching a thesis "A Social Life of the Naval Lower Deck 1890-1930" and would like first hand accounts of life before the war — anything from canteen messing to runs ashore, kit musters to foreign commission, 10a, DQs, Ganges or rum issues.

**British Marine Watercolours:** Bernard Reed, Melverley, The Warren, Ashted, Surrey KT21 2SP would like to hear from other collectors interested in selling, part-exchanging or buying high-quality marine watercolours.

**HMCS St. Croix, HM ships Keppel, Orchis, Lagan, Icarus, Itchen, Polyanthus, Wanderer and Glenarm, and British Squadron 120, RAF:** Brian Murza, R.R., 2 Mount Hope, Box 45 Group E, Ontario, Canada L0R-1W0 is writing a book about the Town Class Destroyer HMCS St. Croix and would like to hear from her ship's company, and those of HM ships Keppel, Orchis, Lagan and Icarus, who took part in the combined convoy ON 202 ONS 18, September, 1943. He would also like to contact relatives and survivors of HM ships Itchen and Polyanthus; any crew members of the RAF British Squadron 120, a Liberator which sunk U-338 on September 20, 1943; the ship's company of HMS Wanderer and HMS Glenarm who sunk U-305 in the North Atlantic on January 17, 1944. Any pictures that may be loaned will be copied and re-

turned — he has pictures of some British warships from the Second World War which may be borrowed.

**Wall plaques and commemorative medals:** General Natale Dodoli, Piazza Risorgimento 12, 41100 Modena, Italy would like to buy or exchange RN wall plaques and offers Italian Army or Navy wall plaques and commemorative medals.

**Ganges Wrens Band, September 1943:** Alfie Elkins, c/o Swindon RMA, 28 Harding Stret, Swindon, Wiltshire SN1 5BZ had the unique distinction of being the solo bugler in the Ganges Wrens Band. The band was photographed in September 1943 and he would like to hear from anyone who could provide him with a copy.

**23rd Portsmouth Scout Troop:** The troop, based at St Saviour's Community Centre, Southsea, Strode Road, Stanshaw, Portsmouth is in desperate need of adult helpers/leaders to assist on Friday evenings. Anyone interested in helping contact Christopher Cousins on 0705 828235 or Nigel Sizer on 0705 750529.

**HMS Ravager:** Mr. J. Mills, 154 Netherthorpe Street, Sheffield S3 7JD would like to hear from anyone who can tell him what the correct ship's badge looks like.

**RN awards:** Richard Taylor, 81 Mountbatten Avenue, Sandal, Wakefield, West Yorkshire WF2 6HE (tel. 0924 256644, evenings or 0924 375111 days) is trying to piece together the stories of the following whose medals he has in his possession. He would like to hear from anyone who has information about Rear-Admiral Leslie Robins, awarded the OBE for his work as an engineer with airships during the First World War; Cdr. (Eng) Percival Russell Wake, who joined the Royal Indian Marine and was commissioned into the RN during the First World War; Cdr. Edward A. A. Crowley RD, RNR, who served during First World War and retired from RNR in 1932; Lieut. Leonard Ratcliffe RNRV, who was awarded the Croix de Guerre for destroying 100 German mines in a year during the First World War;

Yeoman of Signals John Leslie Watson, who served in HMS Glasgow in 1939 and in 1944-45 was with the escort carrier HMS Stalker — awarded Queen Elizabeth II RFR Long Service Medal; AB Herbert Palmer who served in the RNRV during the First World War — he was awarded the Imperial Service Medal when he retired as a postman in 1956.

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## Nato ships go to college

HMS QUORN leads ships of Standing Naval Force Channel into the River Dart for a four-day visit to Britannia Royal Naval College. Besides Quorn, the five ships of the Nato minehunting squadron include the Dutch ships Alkmaar and Urk, the Belgium Myosotis, and the German Wetzlar.

Currently STANAVFOR-CHAN is under the command of Cdr T. De La Court of the Royal Netherlands Navy. During the visit the ships' companies were involved in a wide range of sporting and social activities with the College and town of Dartmouth, and young officers from the college toured the ships.

# 'Great Tribute' to Just Nuisance

SHIPMATES of AB Just Nuisance, the legendary Great Dane that befriended wartime sailors at Simonstown Naval Base, were present at HMS Centurion for the unveiling of a memorial to the old sea-dog.

As reported briefly in October's Navy News, the plaque in

tribute to Nuisance was unveiled in the presence of the president of the Royal Naval Association, Admiral Sir Desmond Cassidi.

"The memorial was a truly great tribute to a dog that was loved by all his shipmates," said Tom Bryant, one of the ex-sailors who remember Just Nuisance. "It proved that the

Navy does not after all these years forget what Nuisance meant to us all those years ago."

The dog, who was enlisted into the Royal Navy in 1939 was renowned for dragging sailors on to their trains when they had imbibed too heavily. He died in 1944.

### HMS Pelorus

Meanwhile a publisher who helped to spread Nuisance's fame, Mr Sam Morley, of Aedificamus Press, Northaw, Hertfordshire, is appealing for funds to save HMS Pelorus, sole survivor of 110 Algerine-class minesweepers built during the Second World War.

Pelorus, the first British ship to re-enter Singapore after the Japanese surrender, was sold to South Africa in 1947 and is now "a glorified paint store" alongside Simonstown. It is estimated that it will cost more than £4.8 million to refurbish her and make her seaworthy.

● As Nuisance was being honoured at Centurion, the medal awarded to HMS Amethyst's cat, Simon, was sold at auction for £23,100. Simon was awarded the Dickin Medal for bravery under fire during the Yangtze Incident in 1949.



## SERVICE ARTISTS 'MISSING OUT'

ARTISTS serving in the armed forces are missing a fine opportunity to show their work in London, says the Armed Forces Art Society.

The Society holds its 61st annual exhibition in the Lady Butler Galleries of the National Army Museum on December 10-16, but notes a decline in submission of work by serving artists.

Hundreds of people visit the exhibition and the Society is very keen to encourage personnel from the Navy as well as the Army and RAF to submit their paintings, drawing, sculptures or engravings.

Also eligible are wives and husbands of serving personnel and retired Service people.

Although some artists choose military subjects, these do not predominate at the exhibitions which include a wide range of work from amateur as well as professional artists.

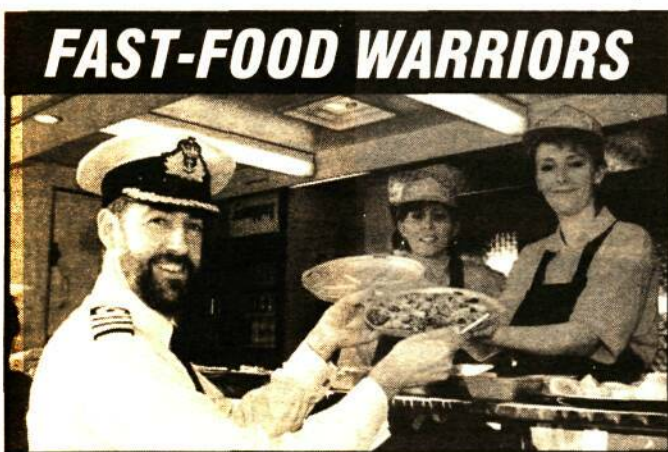
Those who would like to submit their work for next year's exhibition should request a general instruction from Lieut Col C. D. A. Blessington, Secretary Armed Forces Art Society, The Oast House, Peelings Manor, Hankham, nr Pevensey, East Sussex BN24 7AP, tel/fax 0323 461730.

## Abseil record broken

A NAVAL team has abseiled a total of 237,588 ft to shatter the world record for endurance abseiling.

Eight Royal Marines, a Royal Navy officer and a former Marine, broke the previous record of 147,000 ft by each making at least 150 descents of the 173-ft high Plymouth Civic Centre.

They broke the previous record — set up in eight hours by the Royal Marines at the CN Tower, Toronto, last year — in just four hours, and reached their final tally in under seven.



PIZZAS and basket meals are now on offer at a mobile fast-food bar provided by NAAFI at HMS Warrior, Fleet HQ at Northwood. Pictured sampling the first meal is the commanding officer at Warrior, Cdr Lawrie Brockenshire. He was followed by hundreds more first-night customers.



## Miscellaneous



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# Shipmate Ted's a little treasure!

A FUN day, organised by No. 6 Area to raise funds for various charities, attracted some "rum" characters. Among them was notorious pirate Long John Silver alias Shipmate Ted Munday of Watford branch. Pictured complete with parrot, Ted made a big hit with young and old who cheerfully paid 20p to have their photograph taken with him.



## Royal Naval Association



### A job well-done

THE resignation of Sir Vivian Dunn as the senior vice-president of the association will call to mind the invaluable contribution he has made to the life of the association over the past four decades.

Since the first reunion in the Royal Festival Hall in 1951, he was the life-force of this great annual gathering of the clans.

Fred, as he was affectionately known to his boys of yesteryear, was responsible for the success of these great events until his retirement from the Royal Marines. Subsequently, as a vice president of the association he was a vital element of these occasions for which shipmates owe him a debt of gratitude.



### Worse things happen ashore

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. In 1992 alone, over 80 maritime charities received more than £2.1m in help from KGFS.

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### Clyde crew cut a dash

DURING a 531-mile charity ride from Luton to Faslane, 10 cyclists from the Clyde Submarine Base were given a great welcome by members of Crewe branch when they stopped-off for a well-earned rest.

The cyclists, led by Lieut. Peter Chilcott, were accommodated by the branch in the Royal Hotel where licensee, and ex-submariner, Mr Peter Thomas, organised a barbeque in their honour.

The marathon ride, completed in one week, raised double the expected target of £1,500 for an Alpha X Cell airbed for a Scottish hospital. The final total included a cheque from the Crewe branch, presented by the president, Cdr. Henry Curry, pictured below with the visiting cyclists.



### Len gives his stamp of approval

THE dangers of the Second World War in the Mediterranean came flooding back to 80-year-old submariner Len Roberts, of Frome branch, when he was asked to undertake a task which seemed, today, almost as gruelling as those action-packed years he spent in HMS Saracen.

The 50th anniversary of the victory of the "Battle of the Mediterranean" is being celebrated this year and Len's signature is right in the limelight of the Royal Naval Philatelics tribute. For a modest man, de-

spite being twice awarded the DSM, he is proud that his signature is alongside that of Admiral of the Fleet Lord Lewin.

The specially-signed covers portray the surrender of the Italian Fleet, at Valetta, Malta,

but ex-PO Roberts was not on the island to witness the event. Just a month before, on Aug. 14, 1943, he was taken prisoner when the Saracen was sunk off Bastia, Corsica.

The limited edition of 1,500 covers have also been signed by former PO Thomas Gould VC who served in HMS Thrasher in the eastern Mediterranean during 1942.

To mark the celebrations in Malta and Gibraltar, Len has personally signed 200 of the commemorative covers, a task every bit as challenging, for a man of his years, as serving in HMS Saracen!

### Branches rally round nurses



CHEQUE-OUT time for No. 4 Area as Rear Admiral Alec Weir, right, president of Delabole branch, and Shipmate Chris Hore, left, vice-chairman No. 4 Area, present a bumper £1,042 cheque to Mrs Shelagh Kester of the Macmillan Nurses. The money was raised at No. 4 Area annual rally.



### NEWS IN BRIEF

AT a social evening in Swindon, an inscribed General Service Cross was presented to former Wren, Shipmate Frankie Fowler, in appreciation of 18 years' continuous service as branch and club secretary.

When the Sunderland branch meeting coincided with Black Friday, a requiem for the Tot was read, quickly followed by the pipe "Up Spirits".

A reception in honour of Shipmate Bill Keeble, president of Johannesburg branch, was held at the Union Jack Club, when he visited London to receive his MBE at Buckingham Palace. The reception was attended by the president Admiral Sir Desmond Cassidi and vice-president Mike Fogg.

The chairman of Cheshunt, Shipmate Ron Joy, recently welcomed their 100th member, ex-FAA member Shipmate Leslie Whitmore.

Blandford extends an invitation to shipmates and their families to attend a service of remembrance at St. Paul's Church, Pimperne, on Nov. 14. It will be followed by a short service at Collingwood Battalion RN Division Memorial, north of Pimperne on the A354.

Members of Hersham and Walton congratulate Shipmate Don Lord on being awarded the MBE in the Queen's Birthday Honours.

Despite inclement weather this summer the Helston standard was displayed at a number of events, in particular, the Royal Tournament. The branch's "fund huntin'" team have also been very active.

A change of telephone number for Mitcham, Morden and Wimbledon branch — they can now be reached on 081 241 0030.

At the July meeting of Stourbridge the new president, Cdr. Eric Ashfield (ret'd.), formally took office.

A metal plaque, associated with a grappling iron from HMS Vindictive, in the care of Dover RNA, RM and RN club, was presented to the Dover Museum by Cdr. Norman Kaufman, the club president.

Thanks to the hard work of the recruiting team, Redruth and Camborne can report an increase in membership to 78.

As a mark of appreciation for outstanding service, Willesden presented their standard bearer, Shipmate Bert Fulker, with life membership.

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The foreword is by Air-Vice Marshal R. Bullen CB, CM, MA, RAF (Retd)

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## Canberra honoured 'Down Under'

THOSE familiar with the role the S.S. Canberra played during the Falklands campaign may be unaware of her predecessor, the cruiser RAN Canberra, which was torpedoed during the Second World War.

The cruiser, and those who served in her, including Able Seaman William Henry Morrow, who was killed in action, were remembered by shipmates of the Canberra RNA branch, when they attended a memorial service at the HMAS Canberra memorial.

RAN Canberra, which had many RN personnel serving on board, was torpedoed by Admiral Mikawa's Cruiser Squadron during the Battle of Savo Island, in 1942. Also sunk were USS Astoria, Quincy and Vincennes.

Pictured at the memorial service are, from left, Shipmates Kevin Kelly, Peter Fox, Harold Chandler, Dennis Turner, Wal Buttress, Rowland Smith, Terry Perryman, Nobby Clarke, Les Kenion, Angus

Gibbons, Jack Marshall, Steve Davies and Peter Burrows of the Canberra RNA branch. The anchor, seen in the picture, is from the Canberra.

Members of the Canberra branch would be pleased to hear from anyone who served in the wartime cruiser during those fateful years, especially relatives of Able Seaman Morrow.



## BRANCH MOURNS SAD LOSS

MEMBERS of Battersea mourn the loss of Shipmate Terry Breen who, as welfare officer, made many friends among fellow shipmates in the Navy and the Royal Marines. He joined the Corps in June 1941, a few months short of his 19th birthday, and went on to serve in the RM Beach Battalion until the formation of the first RM Commando in February 1942. He volunteered for "special duties" and went on to fight in Sicily and through Italy to Yugoslavia, Albania, Greece and back again into Italy until the end of hostilities. He is sadly missed.

# Shipmate Freddie gets his postal orders

## DOUBLE FIRST

IT was a first for Pendleton, and a first for Shipmate Roly Hindle, when their standard was dedicated in St. Paul's church. Shipmate Hindle, despite being a novice, proved a worthy standard bearer. A "thank you" from the branch to all who made the day, which ended happily with a mini "sods opera", such a happy event.

THIS year will remain a memorable one for Freddie Dance of Chingford and Waltham Forest with the arrival of two very special invitations.

## BRANCH NEWS

During the Battle of the Atlantic celebrations in Liverpool, Shipmate Dance received a letter from the Mayor inviting him, along with other veterans, to meet the Queen and Prince Philip in Bootle Town Hall.

His next memorable day also began with the arrival of a letter — an invitation from the commanding officer of HMS Southampton, Cdr. John Wotton, to join the ship at Rhodes and take part in a memorial service for the fifth HMS Southampton sunk in 1941.

As a Boy Seaman Shipmate Dance joined the Southampton fresh from HMS Ganges. A year later the ship was sunk by Stuka dive-bombers in the Ionian Sea, with the loss of 81 lives.

At the memorial service Shipmate Dance read the verse of remembrance and laid a wreath on behalf of the Southampton survivors.

Some 600 shipmates and friends from as far afield as



IF the Wakefield branch now boasts 38 full and 25 associate members and has a flourishing Ladies Section, it is thanks to Shipmate Peter Bartholemew (second right), the principal founder member, who got the branch off the ground 12 years ago. As a mark of appreciation for his work, and on his retirement as secretary, his fellow shipmates are seen here, presenting him with an engraved nautical clock and barometer.

Picture: Yorkshire Weekly

Norwich, Herne Bay and Fern-down, enjoyed an RNA Banyan, master-minded by Harlow. The big attraction for many shipmates was No. 5 Area standard bearers competition which attracted 19 competitors. Shipmate J. Hill (No. 5 Area Standard bearer), of Southend-on-Sea, was the winner with Shipmate J. Smith, of Chelmsford, the runner-up. Shipmate R. Smith, of Greenford, won the Open class and Shipmate J. Venus, of Southend, the Novices competition. The day was a great success and raised £290 for the Central Charities Fund.

If the holder of Banyan tic-

ket, number 3744, would contact Peter Roalf on 0279 431599 they will learn of their quite valuable prize!

The dedication of the new standard at St Austell (the old one lasted 43 years), was attended by representatives and standard bearers from branches throughout Cornwall. The new standard was carried by Shipmate Dave Innocent and escorted by two serving Master-at-Arms, both members of the branch. As a mark of appreciation for 21 years' service as branch chairman and many years as delegate to Area and national conferences, Shipmate Warwick Camp was presented, on his retirement, with memorabilia of the Battle of the Atlantic. The presentation was made by branch president, Shipmate Len Bradfield.

The annual garden fete organised by Hanworth was a big success thanks to hard work by shipmates and members of the ladies of the RM and RNPS sections.

Shipmates are invited to attend the commissioning ceremony of Launceston the The White Hart Hotel, Launceston, Cornwall on Nov. 27. For further details contact Barbara Mackay on 0579 84451 or Peter Rowe, Perowene, Daws House, South Petherwin, Launceston, Cornwall (tel. 0566 773747).

Not since the Dundee RNA conference has there been a parade as impressive as that seen for the dedication of the West Lothian standard, attended by the President Admiral Sir Desmond Cassidi. Led by the Band of the Royal Marines Flag Officer Scotland and N. Ireland, shipmates paraded through the streets for a service of dedication in Bathgate, West Lothian.

A busy summer for members of Peterborough who, in addition to having two big local festivals on their doorstep, found time to visit HMS Belfast, in London, and Greenwich, where they toured the Cutty Sark. Members then attended the last performance of the Royal Tournament at Earls Court.

## Horse play at hospital

THANKS to members of Carmarthen, young patients on Cilgerran Ward, Glangwili Hospital, can now "rock round the clock" on a splendid hand-made rocking horse.

The branch held a series of sponsored events and raised over £1,000 towards the cost.

Branch members, hospital staff and children are pictured with former Llanelli and Wales rugby international Ray Gravel who attended the presentation.



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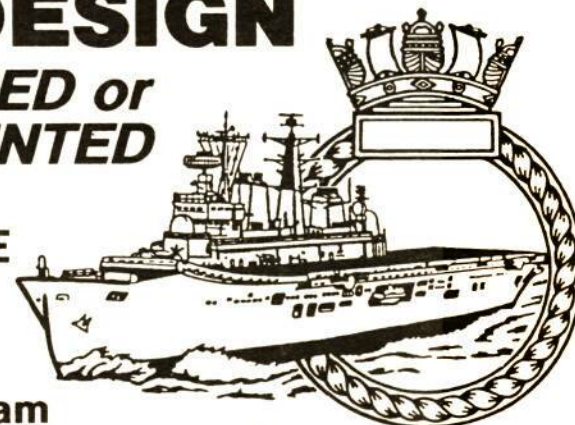
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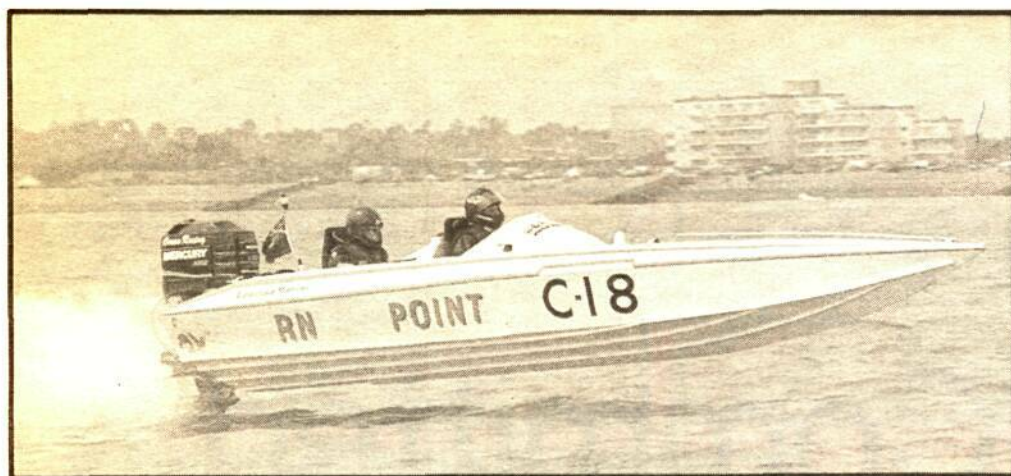
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## Sport



## Great things planned for 1994

POWERBOAT racers Tim and Nigel Williams completed the final two races of the season, at Swansea Bay and Bournemouth, with sufficient points to be runners-up in the European Championship and third in the UKOBA National Championship.

It wasn't easy for the brother Royal Navy Commanders, though. At Swansea Bay their boat, RN Point, disappeared completely under the surface at one stage and in Bournemouth conditions were perfect for opposing catamarans.

They are delighted with their achievements, having raced just half the five-month season.

Now hard preparations begin for the new season, which opens with the Spithead Trophy race at Portsmouth on May 1, 1994.

They'd welcome supporters. (Check local press for possible date change. Also, RN Point could be renamed if a sponsor is found!) Anyone interested in starting in the sport can

write to Cdr T. Williams, DOR(JS)(HF), Room 2230, MOD, Main Building, Whitehall SW1A 2HB, or UKOBA, 1 Carbis Close, Portsmouth PO6 4TW.

## GOLFERS FOILED

DESPITE some gritty individual performances by the Royal Navy team, both the Army and the Royal Air Force once again proved too strong in the Inter-Services Golf Competition, held at Little Aston Golf Club, Sutton Coldfield, writes *Lieut.-Cdr. Roger Knight*.

In the opening Foursomes match v the Army, LWTR Ian Ashenden (Culdrose) and CCY Nobby Stiles (Collingwood) got the RN off to a good start by winning their match 2&1 against Chilvers and Gray, two very experienced scratch golfers, who have both represented the Combined Services.

But CPO Don West (Rosyth)/CPO Mick Filleul (Yeovilton), Lieut.-Cdr. Ian Yuill (CTCRM)/CPOWEA Jim Thomson (Valiant), and CPO Pat Smith (Culdrose)/POWEA Steve Tinsley (Dolphin) all lost.

In the singles RN Champion Ashenden endured a baptism of fire in his first Inter-Services, going down 3&2 to Spr Jim Taylor, the Army champion, though he played some spirited golf.

Stiles, West and Filleul also lost, but Smith, Yuill and Thomson won their games. Tinsley's defeat saw the Army take the Singles 5-3 and the overall match 8-4.

The next day the Navy lost the foursomes 3-1 to the RAF, their one point courtesy of Yuill and Thomson. But CPO Taff James (Portland) — a last minute substitute — and Filleul had been unlucky to lose their match.

Despite two halved matches

in the afternoon singles (Thomson and Tinsley), the RAF took the Singles 7-1 and won the match 10-2. The Army beat the RAF 7½-4½ to become the 1993 Inter-Service Champions.

The following weekend in the Cornish Piskey tournament at Newquay the Navy were beaten in the semi-final by the narrowest of margins.

This was a Scratch Foursomes Knockout, with three pairs per side. First RN pair, Ashenden and Stiles found themselves one down playing the 18th, but a splendid birdie saw them heading up the 19th to try and get a result. But at the 21st Ashenden's approach went over the back of the green and the chip back was not close enough.

Yuill and Tinsley won at the 19th to make it one match all. James and CPO Brun Hunt (Ark Royal) were one down playing the 18th. However, the opposition bogeyed it so the match had to start up the 19th. The opposition got their 4, but the Navy required a five foot curling putt to keep the match alive and sadly they missed.

It was galling to lose a semi final so narrowly, especially as the other finalist was the Army team, which went on to win this coveted tournament.

**TORRENTIAL** rain forced the Ladies Inter-Services Golf Championship to be abandoned on the last day... just as the Navy was on track to win.

On the first day the Navy and RAF shared the foursomes, and again honours were shared in the afternoon. To decide who was to play on the Tuesday, the RAF and Navy captains went for a sudden death play-off, which the Navy won on the first extra hole.

The RAF beat the Army 5-4 with some of the matches going against expected form. The following day the Navy won the foursomes against the Army 2-1, leaving the Senior Service only 3.5 matches to win the afternoon for victory overall.

When rain closed the course the Navy had the lead in four matches, but the whole competition was declared null and void. Had the Navy ladies won, this would have been only their second win in the history of the competition — their sole victory being in 1989.

● The RN team comprised: Capt. P. Duncan (IMS Brussels), Lieut.-Cdr. M. Hoath (Centurion) (captain), WO S. Sim (Raleigh), POWrens P. Jack (Cochrane), S. Roberts (Nelson), and J. Marshall (706 Sqn), and Wren J. Balloch (Dolphin). POWren S. King (Fearless) was the reserve and Lieut.-Cdr. A. Muxworthy (Centurion) was the team manager.

## RACER AHEAD

WINNING smiles on the faces of HMSTC Racer's crew after achieving Line Honours in the Tall Ships Race from Larvik to Esbjerg, just three minutes ahead of the similar Russian yacht, Aurora.

Organised by the Fourth Frigate Squadron in recognition of HMS Amazon's last public duty — as guardship for the start of the series at Newcastle this summer — the expedition allowed 45 servicemen and women to experience adventurous sail training under a variety of testing conditions.

It lasted six weeks in all and was supported with grants from DNPTS and the Sports Lottery Board.



Pictured (l-r, back row — first) are Joey Morton, Marcus Jacques, David O'Hara and Allan Wilson; Steve Carnt, Dave Staines, Dave Anderson, Nick Exley, Louisa Young and John Hall; and Joe Johnson.

## Hat trickers' showdown

WITH all preliminary matches now complete, the Lambs Navy Cup Final will be between CTCRM Lympstone and HMS Neptune, to be played at Lympstone on November 3. This will be a repeat of the 1989 final, when the Marines triumphed 3-2, writes *Lieut.-Cdr. Jim Danks*.

A highlight of the qualifying matches was HMS Manchester's performance against the very determined Neptune at Portsmouth. The 4-1 scoreline to Neptune does not do justice to the destroyer's side.

Manchester's goal came from LSEA Gary Andrews, and it was the best of the match. This was probably the best performance by a ship's team since HMY Britannia reached the final in 1979. (POMEA Paul Sheldon scored a hat trick and LPT Glenn Miller the other goal for Neptune).

In the other semi CTCRM proved too strong for HMS

Nelson, winning 4-0. Mne Steven Dobson scored a hat trick and Cpl Dazz Cliffe completed the scoring. The final will be a good contest between the two hat trick men.

Navy Manager WOPT Tommy Johnson will have selected his squad for the first few matches of the season after the

Inter-Command games at Culdrose.

November fixtures are as follows: Nov 8 v Sussex Intermediate at Lancing, 1930 ko; 9 v Cambridge University at Burnaby Rd, ko 1415; 16 v London University at Burnaby Rd, ko 1900; 17 v Oxford University at Iffley Rd, Oxford, ko 1415; 24 v English Fire Service at VS Rugby FC, ko 1900; and Dec 1 v Amateur Football Alliance at Burnaby Rd, ko 1415.

HMS Heron won NAC's Bamarra Soccer Tournament.

Favourites Culdrose were the runners-up.

● A very creditable performance was not enough to stop the RN Youth football team losing 1-0 away to an experienced Dorset side.

Potential youth representative players are invited to contact the Chairman, Lieut.-Cdr. Henry Millington (Collingwood ext 205) or manager POPT Chick Murray (Raleigh ext. 41393/41223).

## Cricket latest

THE TEST and County Cricket Board has named the United Services pitch at Burnaby Road as the best out ground (ie ground away from a county HQ) for the 1993 County Championship season, writes *Lieut.-Cdr. Jim Danks*.

A delighted Mr Bob Wheelton, in his 13th season there, the last four as head groundsman, will receive the award and a £600 cheque.

His secret? Hercules, a 5½ ton roller! All cricketers who have enjoyed playing at the US ground will join me in congratulating Bob and his colleagues on this well-deserved recognition of their efforts.

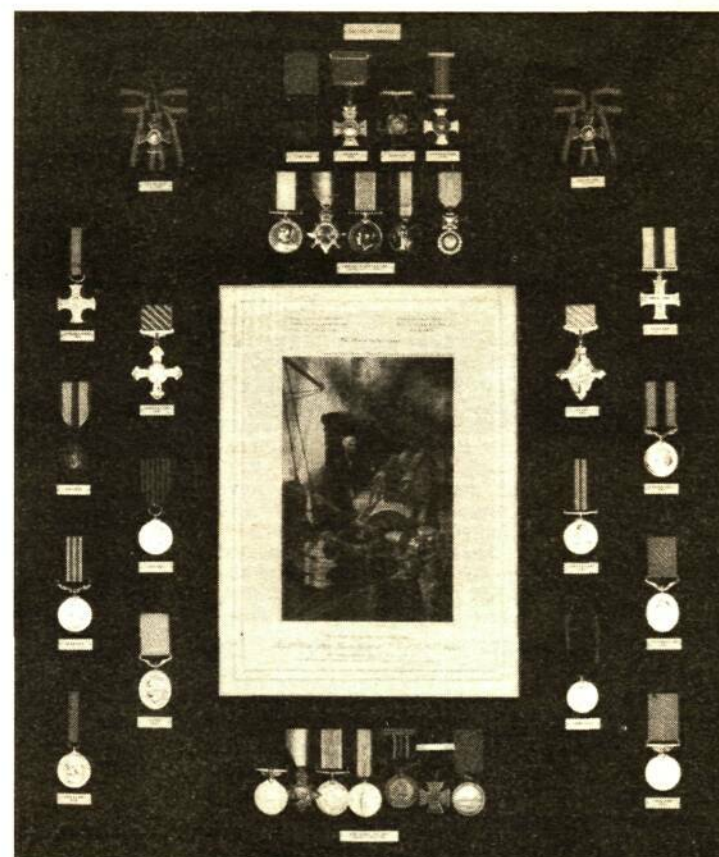
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The AGM of the RN Cricket Umpires and Scorers Association will be held at the Rugby Pavilion, US Ground, Portsmouth on Nov 25, starting at 1430.

After completing the umpires course at Sultan in March, Lieut.-Cdr. Graham Binningsley and CCY Jay Prior (both Eaglet) were invited to stand in the Lancashire Youth Cricket Tournament of Old Trafford.

United Services Portsmouth will hold its AGM at the cricket pavilion on Nov 11, from 1800.

Under the captaincy of Maj. Charles Hobson, the Navy Cricket Team will tour Barbados from Nov 29 to Dec 13. The RNCC wishes to acknowledge the major grants made by the Sailor's Fund, Fleet Amenities Fund and the Sports Lottery.



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## Howzat!

COURSES leading to membership of the Association of Cricket Umpires and Scorers will be held in HMS Sultan from 0800 on March 7 to 1600 on March 9. Whether you'd like to be an umpire or a scorer, apply for details to CCMEA P. N. Beard, Nuclear Training Group, Rutherford Block, HMS Sultan. Tel. Sultan ext. 2663.



## TITLE THAT DIDN'T GET AWAY

"THE biggest prize in sea angling and a tremendous result for the Royal Navy" was how RNSA secretary RPO Trevor Sutch summed up his team's victory in the British Boat Angling Championships, fished from Falmouth over the last weekend in September.

CPO Jim Steptoe (Sultan), CPO Pete Hegg (Osprey), CPO Geoff Murphy (Cochrane) and Mne. Duncan McCracken (RM Poole), representing the Royal Navy, were among 140 anglers from clubs nationwide to compete in the four-man

team championship.

Sea conditions were difficult, but, of course, this didn't deter the RN/RM anglers, who recorded two boat wins. And Pete Hegg brought in the event's heaviest overall weight with 90lbs. of conger eel and whiting.

The team's final weight of 114lbs. edged Hamble AC into second place with their 105lbs.

Team captain Steptoe proudly collected the national trophy from Mr. David Rowe of the National Federation of Sea Anglers. This was the culmination of a superb season for Jim; he also won the

1993 Individual RNRMAA Boat Angling Championship.

Mention must here be made of Trevor Sutch (Dartmouth) who, as the RN's sea angling secretary since 1987, has seen his squad to victory in six consecutive Inter Service Shore Championships, one Inter Service Boat Championship (1988), victory in the 1990 British Specimen Club Championships and third place in the 1992 European Cup, fished in Port Camargue, France.

The Navy anglers must now be in with a very good chance of selection for the full England team.

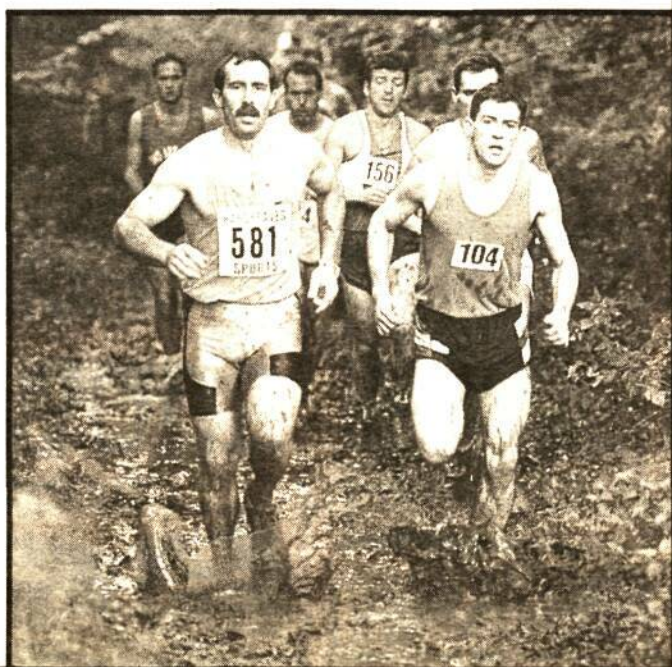
## ALL MUDDY GOOD FUN

CONDITIONS were very wet and the course particularly heavy for the Portsmouth Command Area Cross-Country Championship, held at HMS Dryad.

CPO Bob Hawkes (Ark Royal) was winner of the senior men's event and MEA App Stephen Wood (Sultan) was the junior men's winner. Fastest WRNS entrant was Lieut. Nicky Spurgeon (Temeraire), while the winning veteran was WO Roy Dodwell (Dolphin).

Team winners were as follows — seniors: HMS Sultan; under 20s: HMS Sultan; WRNS: HMS Collingwood; ship (WRNS): HMS Southampton; ship (men): HMS Ark Royal.

In all 136 runners took part. Pictured (right) is Cpl. Ian Bristow (Centurion) (No. 581) leading the field in the opening stages.



## Wizard in Oz

FIRST race of the Royal Navy cross-country team's Australian tour was in Brisbane against the Australian Army. Despite being taken by surprise by the severity of several hills along the course, the British won through with a display of superior fitness and class.

Mne. Gary Gerrard finished first and Lieut. Steve Gough was third. Ten of the first 12 places were filled by the RN, but the terrain took its toll; Gerrard and Mne. Martin Cooper picked up minor injuries.

The testing New South Wales Cross-Country Relay Championships followed. Teams of four competed over a 4.2k course of bush and grassland tracks. The RN entered two teams despite Gough also being injured.

After the first legs they were lying sixth and ninth. A good run by LCK George Roper enabled Gerrard to attack those in front and complete his leg in the fastest time of the day and in second place.

CSgt. Terry Pares also ran a superb leg for the 'B' team. By a sensible and gritty performance in the third leg for the 'A's, Lieut.-Cdr. Dai Roberts held on to second place, while Sgt. Chris Cook's fine leg for the 'B'

team maintained their position.

The fourth leg was run by the injured Martin Cooper (A) and PO Taff John (B). Despite a gutsy performance by the Royal, who was in great pain, the A team slipped back to finish in third place. The 'B's held their position and finished seventh.

More than 45 teams from across the State competed and the RN teams performed very creditably to finish in the top 10.

In view of injuries, it was decided to run a team race against the Royal Australian Navy in Canberra, and allow the RN runners to help each other. Despite the inclusion of Lieut.-Cdr. Bob Chapman RN (on exchange in Oz), the RAN were no match for the RN. Steve Gough was first home and George Roper was second.

These placings were repeated in the final race against the RAN Fleet team, which took place in the city's beautiful botanical gardens.

● The thanks of the RN Athletic Association go to everyone in Australia who helped to make this tour so successful and to Bob Chapman for all his groundwork.

**MULTI-sportsman WTR Ken Boon (Drake) won the first of probably many Navy titles with an impressive performance in the RN Biathlon Championships at HMS Osprey.**

He was fastest in the pool, covering the 300m in 3 mins 29, and completed the 4,000m run in 14.01. Spr Larcombe (Nelson), Mne Kerrigan (Stonehouse) and CPOPT Henry Gibson (Cochrane) were faster over the ground, finishing in 13.24, 13.26 and 13.44 respectively.

LWRENPT Trudy Lambert (Heron) was the fastest woman swimmer, but in the women's 2,000m run no-one could stay near Wren Emma Craig (Culdrose), who won the ladies' title. LWREN Norton (Drake) was runner-up. HMS Nelson won the men's team event and HMS Osprey the ladies'.

## MARINES SLOPE OFF WITH PRIZES

MORE than 100 skiers enjoyed a sunny day's racing at the Royal Navy Winter Sports Association Dry Ski Slope Championships held on the John Nike slope at Marshmills, Plymouth.

Racing began with two timed runs down a slalom course. The current captain of the Navy ski team, Capt. Keith Mills RM, had a narrow victory in the individual competition, beating Cpl. Simon Wright (Lympstone) into second place by just a fifth of a second.

In the Major Establishments category (aggregate of the best three times from four skiers) Commando Training Centre Royal Marines had a comparatively easy victory over RN air station Yeovilton. The Fleet Operational Analysis Staff from Northwood led by WRNS

ski team regular LWren Andrea Hart were welcome new winners of the Minor Establishment/Ship trophy and HMS York are to be congratulated on making the long trek from Rosyth to come third.

The Royal Marines and Naval Air Command fought their usual battle "down to the wire" in the Inter-Command Dual Slalom Relay and a ski-off (re-run) was necessary before the Royals just shaded it. It was good to see the WRNS getting a team together in this competition for the first time in two or three years — and coming third.

In the final competition, the Dual Slalom Knockout, the final three places were also sorted out amongst the Royal Marines, with Cpl. Jim Oakley (Comacchio Gp) managing to put one over Keith Mills for a change.

# Committed to the cause?

LITTLE did the *Leprechaun* know that part of the rugby headline in October's *Navy News* — "Let Battle Commence" would be so prophetic! It is therefore sad to report that as the Navy kicked off their season against Havant at Temeraire in front of a packed stand, under lights, in heavy downpours and to a background of thunder and lightning, the match will be remembered most for the on-field brawls — mostly ignored by poor refereeing — and not the serious efforts of both sets of backs to play open rugby.

One of the Havant locks attempted to bring charges against a Navy forward for unnecessary violence, but at the time of writing police investigations are continuing and no formal complaint or charges have been made.

The playing performance of both teams in atrocious conditions was to be applauded but while Havant are already into their stride with a settled side this, for the Royal Navy, was very much an experimental side which included half-a-dozen newcomers who only had the benefit of a single two-hour training session before the match.

The good points were the commitment of all the players and their attempts to keep the ball alive. The bad points included very poor ball retention after good forward drives, which meant giving away all the territory gained, and too many missed tackles. With one try apiece the only difference between the sides was converted penalties: the Havant kicker never missed and the Navy ones did!

### Pulled down

The 20-10 win by Havant could and should have been more accurately recorded at 20-17 when Brian Davis (flanker) was pulled down illegally short of the line five minutes before the end in what was undoubtedly a penalty try.

For the Navy there were good performances from Oakley (centre), Kaye (fly-half) and Palmer (blind side flanker).

(Four Navy players made a significant contribution to the game while playing for Havant!) New boys Cross (lock) and Hawkes (wing) displayed real potential.

Jeff Blackett (selector) has now told *Leprechaun* of his ideas for this season in his endeavour to end disappointing performances by Navy rugby in past years. He believes a change in direction is imperative if we

are going to produce successful sides again, and points out that we cannot rely on throwing 15 good players together, even if they do all play for National Division sides, and expect them to win at Twickenham.

So this season he intends to use the first three games to try out as many combinations as possible — keen followers of Navy rugby are therefore likely to see as many as 45 different players wearing a Navy shirt by mid-January.

### Rugby

By the second week of January he hopes to be in position to pick a squad of about 21 players for the 8 matches leading up to the Army match on 26 March and plans to arrive at Twickenham with the best possible team which should be as well drilled as any club side.

Jeff's principal demand from the players is absolute commitment to the dark blue shirt. Those who feel that they are becoming stale by playing every Wednesday for the Royal Navy and every Saturday for their league side will have to reassess their priorities.

In his view, unless a player has international aspirations his first priority must be to play for his Service. He also demands supreme fitness.

Following the Havant match it goes without saying that he places very considerable priority on absolute team discipline as well.

Seeing all the talent around is very difficult because Navy players are dispersed throughout many civilian clubs. The key to future success therefore is considered to be held by the two Service clubs.

Following the chat with the Navy Selector the *Leprechaun* spoke with Paula Rowe, PRO for US Portsmouth, and was made aware that they have made their best start to the season for a decade, with a winning sequence of opening matches, in particular against

Sussex champions and London Division Two side Worthing. Some of the 130 players registered with US, motivated by the playing successes and a new look management set-up, travel from as far away as Rosyth and Devon to turn out every Saturday. Such is the commitment from US players and the strength in depth, that they are able regularly to field five teams.

US Portsmouth met Devonport Services for the annual Veterans and 1st XV fixtures, playing for the Gingsters and Inverdale Trophies respectively. In the morning the US Portsmouth Veterans deservedly won 22-10 in torrential rain and very slippery conditions.

In the afternoon under a clearing sky the enthusiastic crowd saw an enjoyable game of end-to-end rugby. The first half saw Devonport dominate in the line-out and apply consistent pressure. US defended strongly; centres Bruce Collins and Andy Steel, and flanker Nick Holden were instrumental in foiling Devonport's attacks through outstanding tackling and defensive play.

### Leadership

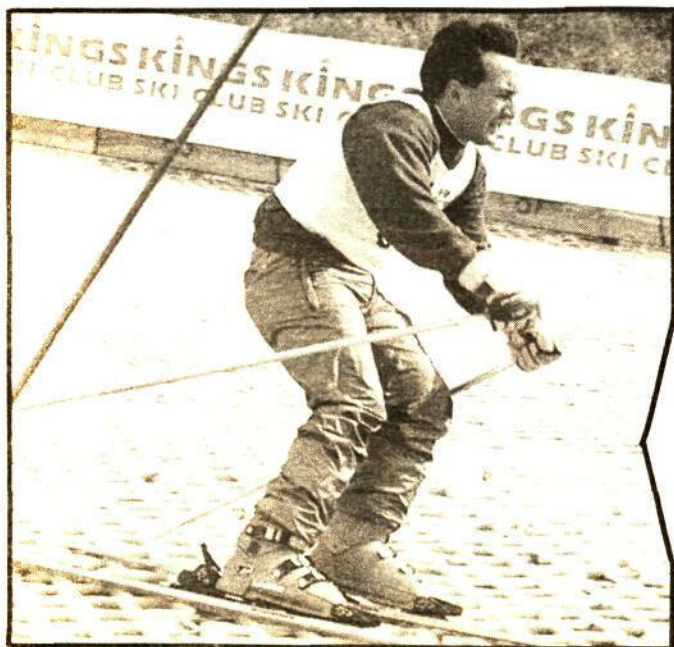
Devonport took an early lead through a penalty by their outside half Brown, and then added a pushover try by flanker Mark Hewitt to put the half-time score at 8-0. In the second half US lifted their game, under the strong leadership of Cas Clay. They gained vital possession in the line-out through Gary Smith and Harry Harrison and their improved mauling was effective in sucking in the Devonport back row.

Devonport extended their lead even further by another penalty (Brown) but US responded quickly with a penalty kick from full-back Steve Corps. A rolling maul released the ball out to the US backs and Bruce Collins broke through the Devonport defence to score a try by the posts, converted by John Hawkes. US continued to apply pressure and defend well.

In the final minutes of the game full-back Steve Corps kicked a penalty in extra time to clinch victory for US. The final score was US Portsmouth 13, Devonport Services 11.

THREE days after playing England at Twickenham, the mighty All Blacks will take on the Combined Services at Devonport's Rectory Ground (Tuesday, November 30th, kick-off 6 p.m.).

Tickets — priced £10 (seated) and £5 (standing) — are available from the office of the Base Supply Officer, HMS Defiance, HM Naval Base, Devonport, Plymouth PL2 2BG (tel. 0752 555856/555566).



Above: POWTR Jerbil Jennings on the slalom course.





**Above: No way! . . . Nearly . . . That's the way to do it**

Left to right: Calendar Girl digs in her heels and refuses point blank to take Lieut. Marie Prescott-Pickup over fence No 5 . . . MA(Q) Helen Rapley gets a better response from Sasha, but a pole still goes . . . Mrs. Jenny Stenning and Bledrws Mai show them how it should be done. The pictures were taken during team training at HMS Dryad.



# NEIGH-VY DAYS AT HMS DRYAD

**Pictures: LA(Phot)  
Richard  
Thompson**



**Above: Lieut.-Cdr. Ralph Stenning and Silvanus Rex clear a parallel during a practice session.**

A REVISED format for the Royal Navy and Royal Marines Equitation Championships at HMS Dryad proved a great success. The competition brought forward a host of newcomers to the equitation scene, writes **PO-WREN Louise Isaacs**.

New prospects for '94 gained competition experience in dressage (judged by Mr Aart Njorvik) and over the professional show jumping course built by Mr Bob Weatherley.

The day was overcast but the atmosphere was filled with enthusiasm and encouragement throughout. Many of the stalwarts of the RN/RM team made their horses available to allow others to compete.

RM Norton Manor A won the inter-establishment competition by just three points from HMS Collingwood. The

home team, HMS Dryad, with a single point less finished third.

The winning team comprised the experienced Mne Howard Wood on his own horse, Jasmin, Mrs. Debbie Greenwood on Rupert and LWRENSTD Jane Willens on another Royal Marines horse, Kipling.

Collingwood's team included Lieut.-Cdr. Ralph Stenning (Silvanus Rex), MA(Q) Helen Rapley (the Naval Riding Centre's Impy) and Mrs. Wright (NRC's Benjamin Brick). The Dryad team consisted of Lieut. Paul De Jonghe (Jack), Lieut.-Cdr. Peter Greenwood (Rupert) and Lieut. Marie Prescott-Pickup (NRC's Calendar Girl).

This combined training event of dressage and show jumping proved that the standard of Naval riding is improving all the time.

The Lady Hellings Cup for the best performance in dressage

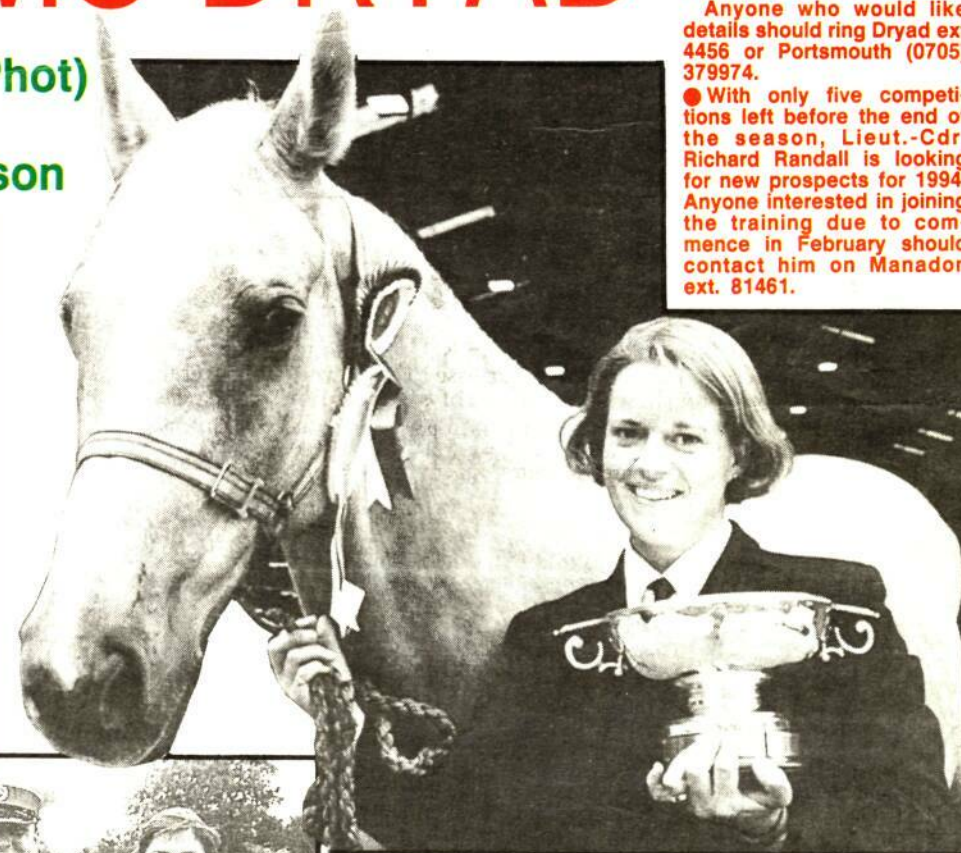


**Left: Clutching their booty are RM Norton Manor's winning trio. LWRENSTD Jane Willens, Mne Howard Wood and Mrs Debbie Greenwood took inter-establishment honours at the RN/RM Equitation Championships.**

sage by a Royal Marine went to Howard Wood.

The Inter-Command Cup was won by Portsmouth — Marie Prescott-Pickup (Dryad), Ralph Stenning (Collingwood) and Helen Rapley (Collingwood) — with 165 points. Plymouth — Cdr Richard Bridges (COMAW) on Henry, CPO Paddy Sheridan (Arrow) on RNEA's Maybelle, LWREN Fay Butler (RNR) (Pellew) on RNEA's Jack of Diamonds, and CPO Peter Ogburn (Raleigh) on the RM's Kimberley Blue — were second with 187 points.

Air Command finished



**Above: WREN Tammy Vaughan proudly displays the Berthon Trophy, while Crest of the Wave looks smug about his own two rosettes. Centre left: the pair are seen in action.**

In the afternoon a show jumping competition was staged in the Naval Riding Centre's outdoor arena. There were some stiff fences, many larger than most of the competitors had actually undertaken before. The field of 24 riders was whittled down to six in a jump off against the clock.

Cdr Bridges set the pace with a fast round on Henry Vajar in a time of 50.2 seconds, but he had a fence down to incur four faults. Hot Toddy and WREN Donna Jenkins and the vocal Lieut. De Jonghe on Benjamin Brick were also fast, but gathered eight and 12 faults respectively.

Lieut. Prescott-Pickup and Calendar Girl were going fast and clear until an error caused them to fall. Both were up quickly, but Marie decided to retire.

Fay Butler achieved a clear round on Jack of Diamonds by cutting the corners but taking it reasonably steadily. This was only her second

**ADULTS and children can learn to ride at HMS Dryad. Membership is open to all serving Naval personnel free of charge, while civilians can join for a fee.**

The Naval Riding Centre caters for everyone from beginners to advanced riders wishing to study for British Horse Society qualifications. Facilities are first rate.

Anyone who would like details should ring Dryad ext 4456 or Portsmouth (0705) 379974.

With only five competitions left before the end of the season, Lieut.-Cdr. Richard Randall is looking for new prospects for 1994. Anyone interested in joining the training due to commence in February should contact him on Manadon ext. 81461.

competition. Crest of the Wave, however, flew round with WREN Tammy Vaughan, taking jumps on the angle and speeding through the finish with a fast clear round in 45.1 seconds to take first prize and the Berthon Trophy.

□ □ □

At Camberley Horse Show, held at the Royal Military Academy, Sandhurst, Lieut.-Cdr. Richard Randall on Maybelle was placed second in the Service and Stars Competition. Mne Wood was sixth on Jasmin and POWREN Louise Isaacs on Jack of Diamonds was just behind him in seventh.

The RN team, consisting of Cdr Bridges, Lieut. Prescott-Pickup, Cpl Joyce and LWREN Willens, gained third place in the Loriners Trophy, while Wood (2nd), Vaughan (4th) and Isaacs (8th) took a share of the individual honours in a competition dominated by the Army.



# BOXER PAINTS A BROAD CANVAS

LOOKING as if she's just sailed into a painting by Canaletto is HMS Boxer, visiting Venice for a two-week maintenance period. Many of the ship's company took full advantage of the extended period alongside to fly out wives and girl friends for what was a most enjoyable port visit.

Before arriving in Venice HMS Boxer had been taking part in exercises with USS Simpson, and carrying out her duties as part of the UK task force patrolling the coast of the former Yugoslavia. In commemoration of the 50th anniversary of the Allied landings in Italy, the Type 22 frigate also visited Salerno to take part in a wreath-laying ceremony at sea.

Her RM detachment took part in parades in the centre of Salerno, where wreaths were laid by Mnes. Drew and Carrol, and at the Commonwealth war graves cemetery at Bellizzi, attended by veterans of 40 Cdo. and members of the British Legion War Graves Commission.

On passage through the Indian Ocean, HMS Cornwall diverted to the remote southern spot between Sri Lanka and the Maldives to pay tribute to those lost when the previous HMS Cornwall, along with the cruiser HMS Dorsetshire, were sunk by Japanese air attack in 1942.

A memorial service was held (pictured inset) and a wreath was cast upon the waters by Sub-Lieut. Suzanne Roberts and LRO Mark O'Sullivan.

## New roles for reserve forces

NEW arrangements to deploy reserve forces more widely in peacetime were published last month.

After consultation, it is now proposed that all will be given the chance to signify their willingness to be deployed on or in support of operations where compulsory call-out is not justified.

Defence Secretary Malcolm Rifkind said these could be humanitarian or peace-keeping.

There would be two new categories of reserve — a "high readiness" reserve which would assume an increased call out liability and whose members would receive an extra bounty; and a sponsored reserve consisting of civilians working in defence support areas such as industry, who might agree to a volunteer reserve liability.

Mr Rifkind confirmed that the proposals put forward for the Royal Naval Reserve in June, to cut personnel by a quarter and integrate the remainder more closely with the regular forces, would go ahead.

He paid tribute to the achievements of the Royal Naval Auxiliary Service, but confirmed that the RNXS would be disbanded next year as no relevant new use could be found for it.

## HMY FLIES THE FLAG

A BUSY time lay ahead of HMY Britannia as she embarked on a three-month deployment in the Mediterranean, Gulf and Indian Ocean.

During the Commonwealth Heads of Government meeting, held in Cyprus, she provided a base for the Queen and the Duke of Edinburgh, while Prince Charles was embarked for his official visit, early this month, to Saudi Arabia, Kuwait and the United Arab Emirates.

During her visit to Cyprus 19 members of her ship's company were treated in hospital at RAF Akrotiri for suspected food-poisoning. A similar number received treatment on board and the outbreak forced the yacht to remain in Limassol, delaying her visit to the Gulf.



## Trafalgar night's a piece of cake

SWEET victory for POCK Fred Perry as he surveys the 12 chocolate models he made for Trafalgar Night mess dinner in HMS Invincible. The aircraft carrier is heading a Royal Navy Task Group in the Adriatic.

Picture: LA(Phot) Wolfie Wilkinson

## VICTORY ROLL AT BARROW

ROLLING out of her construction hall at VSEL, in Barrow-in-Furness, is HMS Victorious, the second of the Navy's Vanguard class of strategic nuclear submarines.

The 16,000 tonne vessel was formally named by Lady Newman, wife of Flag Officer Plymouth, Vice-Admiral Sir Roy Newman.

HMS Victorious will remain alongside

at Barrow for final outfitting and testing before embarking on her contractor's sea trials next year.

The roll-out follows that of the first Trident submarine, HMS Vanguard, in March 1992. She was formally accepted into service in September this year and is currently undergoing comprehensive trials. She is due to enter operational service in late 1994 or early 1995.

## Commercial break for dockyards

PROPOSALS to sell Devonport and Rosyth dockyards as "separate and independent commercial entities" were announced in the Commons defence debate last month.

Commercial management at the yards, introduced in 1987, had been a "significant success" Defence Secretary Malcolm Rifkind told the House — so the move was a logical progression.

### Private sector

"In particular, it would allow much greater freedom and flexibility for the dockyard businesses to be conducted in a truly commercial environment, would encourage private sector investment in the dockyard infrastructure, and would allow greater scope for a major diversification into other markets," he said.

Mr Rifkind confirmed the Government's commitment to a substantial programme of refit work on surface ships at Rosyth.

It was possible that some form of contractual commitment on future refitting work could be negotiated with tenderers for Rosyth's future management.

## UNIVERSITY WINS BY DEGREES

SOUTHAMPTON University will take in the Navy's pre-entry engineering degree students from autumn next year.

With the planned closure of RNEC Manadon, stemming from a one third reduction in the Navy's requirement — half of whom in any case come from the universities — Southampton has been selected for a degree sponsorship scheme.

Armed Forces Minister Jeremy Hanley told the Commons that of a shortlist of eight universities considered, Southampton offered the best course content and was judged to offer the best academic reputation and geographic location to meet the Navy's needs.

October was a busy month for Manadon, with visits from the First Sea Lord, Admiral Sir Benjamin Bathurst; the Director of the French military engineering college at Brest, Ingenieur General des ETA, C. Le Roy; and 22 Russian officer cadets from the training ship Gangut (see page 3).

The college also hosted a two day conference by the Royal Aeronautical Society: "Predicting and Countering the Threat".

